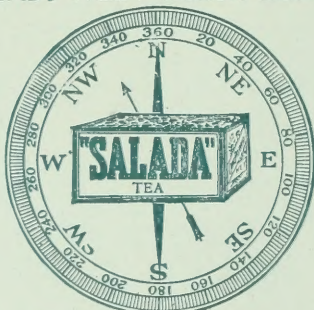


ILLUSTRATED
GUIDE TO
TORONTO
by way of
Niagara Falls



with
Indexed Map of the City
Showing Street Car Lines
PRICE 10 CENTS

Wherever You Go
EAST-WEST-NORTH-SOUTH



THE BEST TEA
Is Always **"SALADA"**

Illustrated Guide

TO

TORONTO

BY WAY OF

NIAGARA FALLS

WITH

Indexed Map of the City, Showing
Street Car Lines

TWENTIETH EDITION

SEE INDEX TO CONTENTS, PAGE 3

PRICE 10 CENTS

CANADA RAILWAY NEWS COMPANY

PUBLISHERS

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INDEX

	PAGE
Allan Gardens	45
Arena	67
Armouries	73
Art	26
Athletic Grounds	67
Automobile Tariff	59
Banks	33, 69
Baseball Grounds	67
Births, Marriages and Deaths.....	36
Board of Trade	36
Brock's Monument	13
Brokers, Customs, etc., Exchange.....	71
Cab and Carters' Tariff	59
Cab Stands	59
Canada	13
Canadian National Exhibition	31
Cathedrals	35, 43
Cemeteries	67
Churches, Toronto (principal).....	55
City Hall	40
City Map (inside back cover).	
Colborne Lodge	46
Consuls	71
Convents	69
Colleges	25
Custom House	71
Custom Brokers	71
Depots	51
Education	25
Electric Street Railway, Toronto (see map).	
Electric Street Railway, Suburban	63
Express Companies	71
Express Delivery Tariff	59
Exchange Brokers	71
Exhibition, Canadian National	24
Facts about Toronto.....	35
Falls of Niagara	6
Fire Department	36
Fort Niagara	15
Fort, Old, Toronto	49
Government House	45
Halls	66

INDEX—(Continued)

	PAGE
Harbor Activity	30
Hotels, principal	56
Hospitals	75
Howard, J. G.	46
Island	29
Libraries	65
Loretto Convent, Niagara Falls.....	9
Lewiston, N.Y.	11
Legislative Assembly Chamber	39
Map of Toronto (inside of back cover).	
Markets	73
Metropolitan Church	44
Military Forces	36
Military District	73
Monasteries	71
Money Order Rates	55
Monuments	47
Museums	65
Music	27
Newspapers	71
Niagara Falls	6
Niagara Falls Park System	9
Niagara Power	9
Niagara-on-Lake	14
Normal School	42
Observatory	41
Old Fort, Toronto	49
Old Fort, Niagara.....	15
Osgoode Hall	41
Parks	38
Parliament Buildings	38
Places of Interest	38
Police Stations	61
Post Offices	51
Postal Rates	52
Power Companies at Falls.....	10
Public Libraries	65
Public Services under Public Ownership.....	37
Public Services under Private Ownership.....	37
Queenston, Ont.	14
Railway Stations	51
Railway Companies	61
Racing Tracks	67

INDEX—(Continued)

	PAGE
Rinks	67
School Statistics	25
Sports	30
Street Index (see map).	
St. James' Cathedral	44
St. Michael's Cathedral	43
Street Railway, City (see map).	
Street Railway Fares	57
Street Railway Stopping Places.....	57
Street Railway, Suburban	63
Steamers—R. & O. Navigation Co.....	12
Steamboat Lines	61
Suburban Places	75
Suburban Railways	62
Summer Resort, Toronto as.....	28
Taxicabs and Tallyho Coaches.....	57
Telegraph Companies	73
Theatres	66
Toronto, City of, Art in.....	26
“ “ Early History	17
“ “ Education	25
“ “ Facts about	35
“ “ Growth	23
“ “ Government	23
“ “ Manufacturing in	20
“ “ Mercantile Advantages	21
“ “ Music	27
“ “ Niagara Power in	10
“ “ Public Buildings	22
“ “ People, the	20
“ “ Rise and Progress	19
“ “ Situation	24
“ “ Sports	30
“ “ Summer Resort	28
University	40
Upper Canada College	43
Water Trips	63
Water high and low at Falls	8
Wawa Hotel	77
Weather Records	77
Y. M. C. A.	56
Yonge Street Wharf	16
Zoological Collections	29

The Falls of Niagara

For centuries the Falls of Niagara have commanded the attention and admiration of the world, but never to a greater degree than at the present time. When the spindles of industry crowded close up to their magnificent beauty, mankind worshipped their sublimity and saw in them grandeur that demanded protection from the inroads of enterprise and speculative capital. The Niagara Falls of to-day is the Temple of Nature, and the fact that the Governments of two countries, United States and Canada, have seen fit to assume the great responsibility of taking charge of the lands about Niagara Falls to preserve their beauty and restore the locality to a primeval state, where mankind can roam free for all time, is designed to make this paradise still more beautiful and attractive.

Travellers from all countries and all climes visit them and bow in admiration, freely accepting them as one of the grandest works of nature and of God's handiwork.

Prospect Point is where the best view of the American Falls can be had and enjoyed; also on the rocks at the foot of the inclined railway in Prospect Park, looking at the downpour of water, you marvel at the greatness and beauty of the mighty flood. Still another impressive view can be had from a pretty look-out point on Goat Island, which takes in all the beauty and grace of Luna Island and the upper steel arch bridge and stretches far down the Gorge nearly to the Whirlpool Rapids. The Horseshoe or Canadian Falls can be seen to advantage from the deck of the steamer Maid of the Mist. It is said that fully ten times as much water passes over the Horseshoe fall as over the American fall, and this fact is recognized when the Horseshoe is viewed from below.

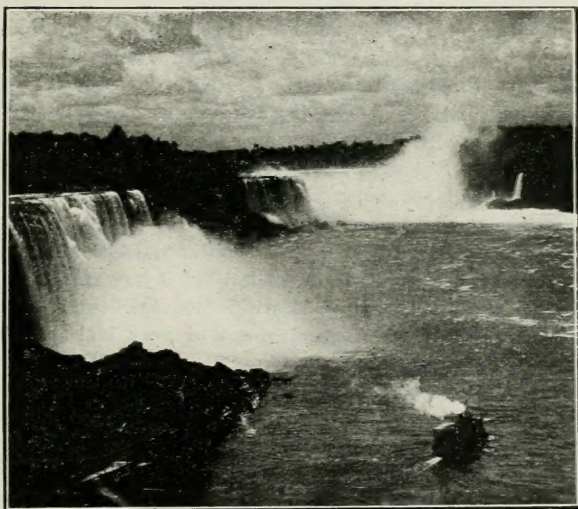
Terrapin Point on Goat Island is still another spot where the Horseshoe fall shows its majesty and power.

“The thoughts are strange that crowd into my brain
While I look upward to thee; it would seem
As if God poured thee from His ‘hollow hand’
And hung His bow upon thine awful front,
And spoke in that loud voice which seem’d to him
Who dwelt in Patmos for his Saviour’s sake
The sound of many waters and had bade
Thy flood to chronicle the ages back
And notch His centuries in the eternal rocks.”

—*J. C. G. Brainard.*

“I dreamt not I should wander here,
In musing awe; should tread the wondrous world,
See all its store of inland water hurled
In one vast volume down Niagara’s steep,
Or calm behold them, in transparent sleep
Where the blue hills of old Toronto shed
Their evening shadow o’er Ontario’s bed.”

—*Moore.*



NIAGARA FALLS.

Visitors to the Falls of Niagara should not miss seeing
Rock of Ages at the Cave of the Winds; the Devil’s Hole,
Table Rock, and the Devil’s Pulpit; the upper steel arch

bridge, the greatest structure of the kind in the world; the Whirlpool Rapids, where the current rushes onward at a speed of 40 miles an hour; the Grand Trunk steel arch and Michigan Central cantilever bridges; the Gorge; the Sentinel Rock in the Gorge; the Whirlpool, the greatest known river pocket in the world; the suspension bridge at Lewiston, and Brock's Monument at Queenston, a noble shaft which was erected to commemorate the glorious deeds of the brave man who gave up his life in the battle of Queenston Heights on the 13th of October, 1812.

HIGH AND LOW WATER.

The early months of 1909 were notable for some of the most phenomenal physical occurrences that have taken place in the Niagara River District and Gorge within the last half century. January, with its usual low water conditions, was followed in February by the almost complete withdrawal of water from the American Niagara Falls, the immediate cause being an ice jam which formed as a result of the exceedingly low water at the head of Goat Island, thus practically closing off the American Falls. This took place on Saturday the 13th February, and during the Sunday, Monday and Tuesday following only a few trickling streams were in evidence instead of the normal thousand feet of rushing water. A similar event happened in 1848, but did not occur since that time until 1903, and then to a partial extent only.

Following these phenomenal conditions, which, however, were free from damage, the month of April brought the highest water levels attained within the knowledge of the present generation. A wind storm of very high velocity swept over the range of the Great Lakes, breaking up the enormous ice fields, which swiftly floated down the Rapids and Lower Gorge till the mass became blocked at the mouth of the river, and within four days the whole length from Niagara-on-the-lake to the Horseshoe Fall, with the exception of the Lower Rapids, was choked, and remained so until the end of April. The difference between the level of the water in the Lower Gorge in February and April was over 50 feet. Structures and trees along the whole of the twelve miles from Lake Ontario were damaged and uprooted to an extent, in many cases, beyond repair.

The Commissioners of the Queen Victoria Niagara Falls Park, in whom is vested the control of the park property on the Canadian side, have the following parks and outlying property under their control:—

1. Queen Victoria Niagara Falls Park proper, having an area of 196 acres.

2. Queenston Heights, containing 88 acres.

3. Niagara Glen and Whirlpool Point, containing 75 acres.

4. The Old Fort Grounds at Fort Erie, containing 17 acres.

5. Butler's Burying Ground, 1 acre.

6. Lundy's Lane Burying Ground, 3 acres.

7. The Chain Reserve along the Niagara River from the Park to Niagara-on-the-Lake, a distance of 13 miles, together with all the ungranted lands lying between the Reserve and the water's edge, 260 acres.

8. The Chain Reserve along the Niagara River from Chippewa to Fort Erie, a distance of 16 miles, 100 acres.

The conspicuous building above the Falls on the Canadian side is Loretto Academy, Niagara Falls, Ontario. This Institution is beautifully situated on a high and healthy location, overlooking the Falls, contains all modern improvements, and cannot be equalled for the sublime and extensive view which it affords of the Falls, Rapids and the Islands in the vicinity. The ladies of Loretto who conduct the establishment consider themselves bound to respond to the confidence which parents or guardians place in them, by giving their pupils a Christian education, strictly attending to their intellectual improvement, cultivating refinement of manners which will fit them for society, and giving them that physical care which they would receive under the parental roof.

NIAGARA POWER.

We cannot take leave of the great water-fall without a few words regarding the tremendous works that have been constructed to turn to good use the mighty power which has for countless ages been simply running to waste, as far as its economical use is concerned.

To "Harness Niagara," which had been long a dream, is now an actuality, electric power, developed by its fall, being furnished Toronto, Buffalo, Lockport and other cities and towns. The possibilities of future invention

and discovery in the field of electric science are limited only by the imagination. A single generation has seen the commercial development of electric light, electric railways, the telephone, the phonograph and wireless telegraphy, any one of which, if even hinted at in what we are pleased to call the "good old days," would have been sufficient grounds for burning at the stake for witchcraft.

In face of such modern miracles can we conclude that we have reached the limit of advancement: We think not and venture to prophesy that in the future will be celebrated even greater marvels than in the past.

The following companies are at present in active operation:—

On the Canadian side:—(1) Canadian Niagara Power Company; this plant has all its permanent works constructed for a capacity of 100,000 h.p. net. (2) Ontario Power Company; the headworks for this Company are constructed for 180,000 h.p. (3) The Electrical Development Company of Ontario, Ltd., has constructed a power plant of 125,000 h.p. capacity.

On the United States side:—Niagara Falls Power Co., with a development of 110,000 horse power; Hydraulic Power Co., with 35,000 horse power and 100,000 horse power more under construction.

The Niagara Park Commissioners, in their wisdom, but at the expense of the power companies, have been rigidly insistent upon the various works of construction being so planned that, when completed, they will not only not detract from the physical beauty of their surroundings, but add thereto. It is cause for congratulation for Canadians that most of the possibilities of power development at Niagara are on the Canadian side, for, although two of the three companies are controlled by United States capital, each of the agreements contain a clause providing that not less than 50 per cent. of the power they may develop shall be held for use in Canada in the event of a demand arising therefor.

NIAGARA POWER IN TORONTO.

About four years ago the Provincial Hydro-Electric Commission began the work of bringing power from Niagara Falls to Toronto and other municipalities, and nearly two years ago the works necessary for serving the City of Toronto with that power were begun, after the

ratepayers had so decided, and the necessary by-law for raising \$2,750,000 for a civic electric power and light plant had been approved.

Rightly or wrongly the Toronto Electric Light Company declined to sell out its property to the city when the co-operation of Toronto was required to make the Hydro-Electric transmission line from Niagara Falls a success. Therefore we have competition between the city and a private tax-paying company. Low electric rates are the result and will be the result. Cheap energy for factories and cheap lighting for houses are bound to be of the greatest advantage to every citizen. More than that, the city has undertaken to light the streets as no other city was ever lighted. Downtown there are beautiful cluster lights, but in the residential districts each street has two rows of neat concrete poles with one tungsten light, inside a neat and artistic iron lantern. Good lighting means fewer marauders, a smaller police court docket and best of all, safety for pedestrians. Many of the lights have been installed; the rest will be in position before the end of the year. It has been no small task on the part of the city and its Light Commissioners to establish this publicly owned system. Whether one is for or against the public ownership of public utilities, the experiment of Toronto will be watched with keen interest by all students of municipal affairs.

The works necessary for the supply of power from Niagara to Toronto offer an interesting study to engineers, scientists, artists and political economists. The Ontario Power Company's power house at Niagara Falls, with all the appliances thereof, is of itself a marvel, and then there are the transformer stations, by which the power is "stepped down" or "stepped up"—as may be required. Near Dundas is one of those transformers which are used to "step up" the voltage from 13,000 to 110,000—a feat which some experts said was impossible, but which is now done whenever needed.

LEWISTON, N.Y.

Is reached from Niagara Falls by the New York Central & Hudson River R. R. and the Niagara Gorge R. R. (Great Gorge Route). It is situated at the head of navigation on the lower Niagara River, steamers being unable to stem the current above that point, and therefore it is the termi-

nal for the Richelieu and Ontario Navigation Company. Lewiston is one of the most charming spots upon the Niagara frontier, the beautiful view, showing Queenston Heights, the Niagara Gorge and the winding river below, is world renowned. It is a delightful place to spend a restful holiday.



APPROACHING LEWISTON ON THE NEW YORK CENTRAL.

The Niagara River Line steel day steamers Cayuga, Chippewa, Chicora and Corona, leave Lewiston and Queenston eight times daily, except Sunday, for Niagara-on-the-Lake and Toronto. They are named: "Chicora" (The Pretty Flower), "Corona" (The Bright Sun Ray), "Chippewa," and "Cayuga," after the great Indian tribes bearing these names, and are replete with every comfort, and are famed for their punctual express service across the lake. The commodious promenade decks afford opportunity for fresh air, exercise and sight seeing, comfortable cabins provide shelter and rest, while the splendid dining-room and lunch counter service supplies the wants of the inner man. Passengers crossing on one may return on any of the other steamers. Baggage is examined for Customs by Customs' Officers on board. In the "Cayuga" many new features have been introduced in the interior arrangements. The dining-room is located upstairs on the main deck, and patrons while at table may enjoy the lake and river scenery through observation windows. The upper promenade deck, which ordinarily ends in front of the pilot house, is extended to the stem, affording unusual accommodation for passengers and also sheltering the promenade deck below. A light shade deck amidships serves as an awning over the upper promenade deck.

CANADA

To the United States citizen there is a peculiar charm in "crossing the border" and entering a "foreign land." The words "British North America" have a fascinating sound, and a day cannot be more enjoyably spent than by taking the boat at Lewiston or Queenston for a seven-mile



BROCK'S MONUMENT.

sail down the Niagara River and a thirty-mile run across Lake Ontario to one of the largest and most interesting cities in Canada. It is a ride of only 45 minutes by steam railroad or 1 hour and 15 minutes by trolley from Buffalo to Niagara Falls, and 20 minutes by steam railroad or 30 minutes by trolley from Niagara Falls to Lewiston or

Queenston. The Niagara Gorge scenery between Niagara Falls and Lewiston or Queenston is unsurpassed, and there is not a dull moment in the trip to Toronto and return

QUEENSTON, ONT.

Is a quaint village upon the Canadian shore directly opposite Lewiston. It is associated in history with the gallant defence made by the British on the adjacent heights in the war of 1812. Brock's Monument stands on the Heights of Queenston, whence the village derived its name. It is the terminus of the International Electric Road from Niagara Falls, the cars running to the dock, connecting with the Niagara River Line steamers for Toronto.

After leaving Lewiston the steamers head northward and follow the current for seven miles, the shores of the United States on the right and Canada upon the left, providing an ever-changing panorama of beautiful scenery. At the mouth of the Niagara River a landing is made at the charming summer resort of

NIAGARA-ON-THE-LAKE, ONT.

This is one of the oldest towns in Canada, and formerly the capital of the Province, when it was known as "Newark." Here the first Parliament of Upper Canada met, in



NIAGARA WHARF.

1792. From old Fort George, whose ruins can barely be seen from the river, went forth the gallant General Sir

Isaac Brock to meet his untimely end at Queenston Heights in 1812. The old barracks of Butler's Rangers on the great common, and St. Mark's Church, whose tombstones still bear the marks made by the enemy's meat choppers, are worthy of a visit.

Evidence of the "fighting days" at Niagara-on-the-Lake is furnished by old Fort Missassauga, at the mouth of the river, which can be seen from the deck of the steamer. Its flag-crowned walls are carefully preserved, together with many other historic relics of the past which add to the interest of the stranger.

A recently erected museum of historical documents and articles of interest, is well worth a visit.

Just opposite Niagara-on-the-Lake, upon the United States shore, stands

OLD FORT NIAGARA,

one of the most historical spots in North America, bearing within its walls the relics of almost two and a half centuries. Here in 1669 LaSalle, pursuing his historic explorations, erected the first building (other than an Indian wigwam) to appear on this frontier, and used it as a base of supplies to facilitate his discoveries. Again on this site in 1678 he built a structure which he named Fort Conti. On its ruins in 1687 DeNouville built the ill-fated fort that bore his name, which was besieged by the Senecas as soon as the army departed, and which was destroyed the following year on the demand of the Senecas acting under British instigation. Fort Niagara is garrisoned, and adjacent to it is one of the best reservations for target practice in the United States. During the period of the annual Canadian Military encampment at Niagara-on-the-Lake, the jaunty United States soldier crosses the river and fraternizes in friendly good-fellowship with the Canadian Militiamen.

Upon leaving Niagara-on-the-Lake the steamer immediately enters Lake Ontario upon her swift passage of thirty miles across its beautiful waters. This sail affords one of the most refreshing features of the trip to Toronto, and as the opposite shore gradually rises upon the horizon the passenger's pleasure in visiting a new country is tempered by regret that the voyage is drawing to a close.

On the trip across Ontario the incoming steamers of the same line will be passed and saluted, and often the white

canvassed yachts of the Royal Canadian Yacht Club will be seen cruising to Niagara-on-the-Lake and other ports.

Soon the Scarboro' Heights, on the north shore, loom up and the towers and spires of Toronto, the Queen City, come into view. On the west end of the Island, on Gibraltar Point, stands a fine lighthouse with a revolving light, built in 1808. Entering the bay through the eastern gap, a nearer view of the city can be obtained and also of Hanlan's Point, which is on the western point of Toronto Island, directly opposite the city across the bay.



YONGE STREET WHARF.

The steamers land their passengers at Yonge Street wharf, which is the central street of Toronto, being called after Sir George Yonge, Imperial Secretary for War, 1791. One block north from the dock is Front Street, where the Toronto Street Railway cars can be taken to all parts of the city for one fare, five cents, or 25 tickets for one dollar, 6 for twenty-five cents. Transfers on all lines are given freely by the conductors when asked for.

A map of the city showing street car lines and an indexed street guide will be found in the back of this book.

TORONTO

Early History.—The site of Toronto was the termination of an Indian trail which supplied the shortest and most convenient road between Lake Huron and Lake Ontario. The name itself is of Huron origin and means a “place of meeting,” a term applied to the neighborhood of Lake Simcoe, which was the northern end of the first stage on the great portage. In course of time the name was transferred from the neighborhood of Lake Simcoe to the southern end of the trail.

During the latter part of the seventeenth and the beginning of the eighteenth century, the fight for the fur trade with the Indians was maintained with great vigor between the English from Albany and the French from Montreal. The control by the French of the trade passing by the Niagara River led the English to establish a fort at Oswego for the purpose of gaining the traffic from the North-west, and as a counterstroke, a French trading-post was established in 1749 on the site of Toronto, which was named Fort Rouille, after the French colonial minister. It was situated on the lake shore in what is now the western part of the city, and its site is marked by an obelisk in the south-west corner of the Exhibition grounds.

In 1758 the threatened attacks on Quebec, Montreal and Niagara by the English forces under Wolfe and Amherst, compelled the Governor of Canada, M. de Vaudreuil, to withdraw his force from the smaller forts, and under his instruction Fort Rouille was burned in 1759.

The termination of the American Revolution and the Declaration of Independence was followed by the expulsion of the United Empire Loyalists, many of whom settled in Upper Canada. Some of these settlers found their way to the vicinity of Toronto and civilized settlement had then its beginning. At that time the eyes of the Imperial officials were cast on it as a suitable site for the future capital of Ontario, it possessing a capacious, safe, and

well-sheltered harbor. Its situation certainly commended it as a convenient and safe place for the capital of the Province, and when Lieut.-Col. John Graves Simcoe, the first Governor of Upper Canada, came to the conclusion that Newark, as Niagara-on-the-Lake was then called, was unsuitable for the Seat of Government, on account of its proximity to the United States border and its not being central enough for provincial purposes, he had no difficulty in selecting Toronto as the place best suited for his capital.

At the beginning of this century the town had taken form and was spreading its buildings over the fairly large area laid out. Public buildings were erected and others were projected and residences sprung up of goodly pro-



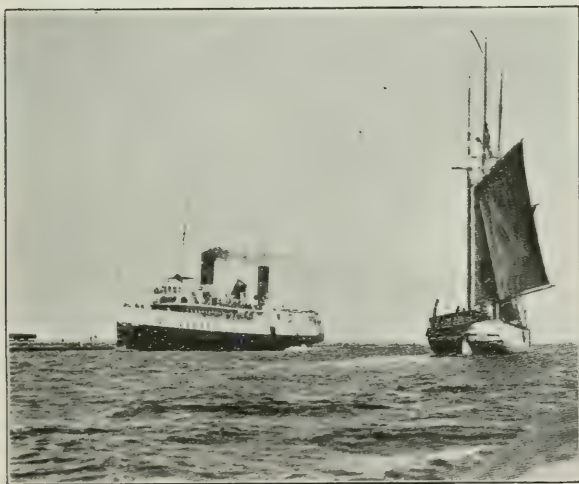
CITY HALL.

portion and architectural variety. At this period the town was twice captured by the Americans. It surrendered in 1813 to General Pike, when the Houses of Parliament and the records were burned and much damage inflicted on property; the mace, "the gilded bauble" of authority, in

use in the Parliament, was carried off to Detroit. A painting of it, however, may now be seen in the present Parliament buildings, and it isn't much to look at. Three months later the town was again taken by the American fleet under Commodore Chauncey.

In 1834 it became a city, and the man upon whom was bestowed the distinction of being the first mayor was the agitator and reformer, William Lyon Mackenzie. At the date of its incorporation, the population of Toronto was under 10,000, and the ratable property within the city limits did not exceed three-quarters of a million dollars. The western boundary was Peter Street and the city did not extend beyond the Don. There were few buildings to the north of Queen Street, then known as Lot Street, the primeval forest being still uncut and uncleared on the northern border.

Rise and Progress.—The story of the rise and progress of the city of Toronto probably has no parallel in the history of the continent. In place of the trackless forest, now stands the majestic commercial metropolis of Canada with 450,000 inhabitants, vast wealth and immense industries.



STEAMER CHIPPEWA.

It is unquestionably true that Toronto's marvellous growth is due to a combination of powerful factors. Her

outlets, whether by ship or rail, are excellent and perfectly maintained. To the north, east and west lies a beautiful and most fertile country, while on the south is the broad expanse of one of the five greatest lakes in the world.

In all the Dominion there is no city blessed with a more salubrious climate than Toronto. The meteorological records show that few cities on the continent have fewer rainy days, and yet the oppressiveness of the summer heat of other cities in the same latitude is rarely felt in Toronto, the deep cool lake in front of the city modifying as it does the south and south-west winds blowing over it. It is cooler in the summer and warmer in the winter than Chicago, Cleveland, Buffalo, Detroit, or any other city on the chain of Great Lakes.

From whatever point approached, Toronto presents all the elements and aspects of metropolitan life. On every hand are to be seen evidences of material wealth and prosperity, of comfort and luxury, of taste, culture and refinement.

The city is admirably laid out and the streets are broad and pleasant. The principal shopping thoroughfares are lined with mammoth, and in many cases magnificent mercantile establishments.

It is safe to say that no city of equal size in America contains so many substantial and artistic homes and so delightful a series of residential districts as Toronto. It is a city of homes, numbering among its citizens more actual householders than any community of the same area and population in the entire country.

The People.—Toronto is essentially an English speaking city. It was founded by English, Irish and Scottish people, and for many years there has been a constant influx of British immigrants. A foreign element has been added within the past decade, consisting largely of Russian Jews and Italians, but they are segregated according to their habit. One may walk the business streets for months and not hear a word of any language other than English. It may be that this may detract a little from the metropolitan aspect of the city, but it has advantages and very important ones. There is generally a unanimity of spirit amongst the people, no racial jealousies and strife distract.

Toronto as a Manufacturing City.—Assuredly we work while we work. Toronto has developed an extraordin-

ary manufacturing trade. Under a moderate protective tariff capitalists have been able to provide plants of the best equipment and to turn out products as good as the best. Long ago Canadian goods were expected to be crude and rough, but that time has passed. In shoes, in woollens, in cottons, in farm implements, in machinery, in structural steel and iron work, in the building of locomotives, engines, ships, musical instruments, in the manufacturing of carpets and clothing, white wear, caps, neckties, furs, foodstuffs, Canada does well. The goods shown at the 'Toronto Exhibition cannot be excelled. Indeed that quite extraordinary annual Fair owes no little part of its triumph to the succession of surprises that our Canadian and particularly our Toronto manufacturers provide the public.



MANUFACTURERS' BUILDING.

Mercantile Advantages.—The City of Toronto stands out prominently as one of the greatest municipalities in North America, and one which is likely, during the coming year, to gather a very large share of the fruits of the anticipated industrial and general increase in the prosperity of the Dominion. There are many substantial reasons for this assertion. It is the manufacturing and distributing city of a wealthy and enterprising community, whose country is exceedingly rich in timber, minerals, fisheries, and the products of the soil, and whose number and commercial

strength are rapidly increasing. Three great systems of railway spread their main and branch lines over this vast area, focusing in Toronto, where the lines of rail and water communication meet, and from which all the markets of Ontario and the great Canadian West can be most conveniently reached. It has water communication east and west to many important centres, to tide water and to more than one-half the way across the continent. Central Ontario is the most highly cultivated portion of the Dominion of Canada, but in the wide expanse of its northern portion and westward along the Great Lakes, and even to the boundaries of Manitoba, new settlements, towns and villages are constantly springing up, and new avenues of commerce being opened up as the resources of these districts become more fully known. The construction of a new Canadian Transcontinental railway from the Atlantic to the Pacific Coast will largely increase the sphere of Toronto's commercial influence, while the facilities for cheap lake navigation from Ontario ports, give to the city an assurance of continued and increasing supremacy in the control of the wholesale trade of New Ontario, Manitoba and the North-West Territories.



APPLIED ART BUILDING.

Public Buildings.—Toronto probably contains as many fine public buildings as any city of its size in the world.

Among these may be mentioned the Union Depot, which cost over a million dollars; the City and County Hall, which is one of the finest in the world; the Temple Building, the home of the I. O. F.; the Confederation Life Building, Canada Life Building, the Parliament Buildings, University of Toronto, Osgoode Hall, Normal School, Upper Canada College, Trinity University, Knox College, General Hospital, Public Library, and many others of which lack of space forbids mention.

Government.—The government of the city is vested in a Council consisting of a Mayor, four Controllers and twenty Aldermen. The Mayor and Controllers are elected annually from a vote of the entire city. The Aldermen are elected annually, three from each of the seven wards into which the city is divided. The Board of Control is the Executive Council.

Statistics of Growth.—Since the stormy days of 1834, when with a population of 9,254, Toronto donned the garments of a city, its growth has been steady, and within the past few years rapid. The first assessment of city property in June, 1834, placed the value at \$934,410, while the total value has increased from \$124,992,000 in 1900 to \$306,604,000 for 1911, a gain of 144.8 per cent. The value of buildings for which permits were issued in 1910, was \$21,127,000 and in 1911 \$24,200,000. In 1900 the tax rate was 19½ mills, and in 1911 18 mills.

The present area is 28 square miles, with 407 miles of streets, and 51 public parks and playgrounds. Seventeen years ago the population was 167,653, and in 1911 374,667, an increase of 207,014, or 123 per cent.

A police census of the city taken on January 21st, 1912, with care and thoroughness, gives the population as 425,407. This is 50,740 greater than the count made by the city assessors last summer.

The Might Directory Company, which is in a position to have a good idea of the population, gives as its estimate 443,751. There are 161,364 individual names in the Directory for 1912—an increase of 14,134 over 1911.

The attendance at Toronto's Canadian National Exhibition in 1879 was 101,794, and in 1911 926,000, a gain of 809 per cent.



GOVERNMENT BUILDING.

Fifteen of our prominent life insurance companies have their head offices in Toronto, and four of them have their head offices in Montreal.

Other statistics are worth pasting in one's hat:

Bank clearings, 1910	\$1,595,954,254 00
Bank clearings, 1911	1,852,397,605 00
P. O. earnings, 1910	1,709,493 34
P. O. earnings, 1911	1,963,065 28
Real estate transfers, 1910	14,546
Real estate transfers, 1911	16,007
Toronto's assessment, 1910	\$349,206,510 00
Toronto's assessment, 1911	390,599,148 00

Situation.—In the City Engineer's report the topography of Toronto is given as situated upon the northern shore of Lake Ontario, about forty miles easterly of its western terminus. It lies in latitude 43° 39' 10" north, longitude 79° 23' west, on a plateau gently ascending north for a distance of three miles, where an altitude of about 220 feet above the lake level is reached. It extends about eight miles along the lake, and is generally level, with slight depressions at points where minor water courses

previously existed. The harbor is formed in front of the city by a sandy island, which lies to the south, at a distance of about a mile and a half.

Education.—In the realm of education, of art, of music, of the things that make for culture, refinement, and for mental and spiritual uplift, the Queen City is universally recognized as the hub of the Dominion. Toronto can show more schools and educational institutions per capita, can boast of more and finer musical organizations, can point to a higher average of general culture, can count a larger number of churches, than any other city of similar size on the continent.

In the matter of schools and colleges her position has never been challenged by any Canadian or United States city of like population. At the top of the city's educational system stands the University of Toronto, comprising among its federated colleges and universities Faculties in Art, Medicine, Applied Science and Engineering, Dental Surgery, Music, Pharmacy, Agriculture, Household Science and Pedagogy. The total enrolment of University and College students is over 4,000, and every year shows a large increase in each Faculty. The following institutions are federated with the University, viz.: Victoria College, Trinity College, Knox College, Wycliffe College and St. Michael's College, the Toronto Conservatory of Music, and the Toronto College of Music.

In secondary education there is a Technical High School and seven High Schools. The attendance of pupils at these secondary schools is over 4,000. In addition there is Upper Canada College, a boys' residential school, which covers first-year University work, and which is attended by over 200 pupils, and St. Andrew's College, also for boys.

There are altogether over 56,000 pupils in the city Public Schools. School attendance up to the age of 12 years is compulsory, except by a special permit from the Public School Inspector. Consequently there are no illiterates among the native-born citizens of Toronto. There are 920 teachers on the Public School staff, 171 Kindergartners, 152 High School teachers, and 123 Separate School teachers. The average daily attendance at the Public Schools is 37,901; at the High Schools, 4,985, at the Separate

Schools, 4,667. The value of school property is over \$5,457,000. The estimates of expenditures for the schools for 1912 total \$2,105,991. A Provincial Normal School is also located in Toronto.



ART BUILDING.

Art.—In the domain of art Toronto has long been recognized as the centre whence radiates the best Canada can show in painting, sculpture and architectural designing. The Ontario Society of Artists have a gallery of their own, and their annual exhibition gives an epitome of the progress and status of art in all Canada. A large Provincial Art Gallery is located in the Educational Department buildings. On the third floor of the Reference Library, on the corner of College and St. George Streets, is situated the Art Museum, where throughout the year there are exhibitions of the various art associations of the city. These are under the control of the Art Museum Association, which has recently come into possession of "The Grange," a fine old colonial mansion in a beautiful private park, through the will of the late Goldwin Smith. On this property it is proposed to build an Art Gallery which will be a credit to the city. The Central Ontario School of Art, the Women's Art Association, the Toronto Art League, the Graphic Arts Club, the Society of Arts and

Crafts, and other societies of similar aims and scope, also contribute to the influence of Toronto as an art centre. The Canadian Institute and the Women's Canadian Historical Society do much to preserve the fast vanishing tokens and records of our country's past, while the National Council of Women, the British Empire League, and other similar organizations, are keenly in touch with the sentiments of the present day.

A magnificent collection of over twenty thousand historical prints and paintings, the property of Mr. J. R. Robertson, a public-spirited citizen, has been presented by him to the city, and is housed in the Free Library building on College Street. The historian of the future will be sure to rise up and bless the man who had the public spirit and enterprise to collect such invaluable Canadiana.

Music.—Toronto affords opportunity for industrial and commercial achievement, but it enjoys also a musical atmosphere unique amongst cities of this continent similar in population and resources. We have large and constantly growing audiences for the orchestral and choral works of the great masters and for solo artists of the first rank. Every season a veritable army of singers is engaged in the study of the best music. Musical institutions are crowded with pupils. Toronto is the great Canadian centre for the manufacture and distribution of musical instruments. It supports three excellent Conservatories, to which students come from all over Canada, and from many foreign countries. The Mendelssohn Choir of 250 singers, under the leadership of Dr. A. S. Vogt, has paid triumphant visits to Buffalo, New York, Chicago, Boston and Cleveland, whose musical critics say better choral singing was never heard in either city. The "Buffalo Commercial" said of the choir: "Perhaps London, Berlin or Paris may have, for a season now and then, a better equipped mixed chorus than Dr. Vogt's, but the latter ranks, without doubt, to-day, among the world's best equipped and best trained choruses."

In addition to this premier organization, we have the National and Festival Choruses and the People's Choral Union, each of about 300 voices; the Schubert, Sherlock and Male Chorus Societies, and many others.

The establishment of the Toronto Symphony Orchestra as a permanent organization marks a further step in advance in music.



SCENE ON HUMBER RIVER.

Summer Resort.—As a summer resort, from its accessibility and the advantages it affords in the matter of cleanliness and coolness, Toronto has long had much vogue with tourists during the summer months. Leading resorts are within easy distance of the city, and many find it convenient to make their headquarters here, using the city as a base from which to visit the other chief points of interest such as Muskoka; the Lake of Bays District, with the magnificent new hotel Wawa; the Algonquin National Park, with its new and comfortable "Highland Inn;" the Temagami Region, the famous Cobalt Silver Camp, only a night's ride in a Pullman away, and the no less famous recently discovered Porcupine gold district; the Parry Sound District; Kawartha Lakes and the Georgian Bay District. Passenger steamers ply from Toronto, touching at all the noted ports, including the beautiful stretches of the Bay of Quinte, the St. Lawrence River and the Thousand Islands.

There are many beautiful drives and health resorts in and around Toronto, the roads and driveways being well

adapted to motoring and driving. Of the chief beauty spots, mention may be made of the Queen's Park, containing the Parliament Buildings and the University of Toronto; the Rosedale Ravines; High Park, and the Humber River, in the west; Scarboro Beach and Victoria Parks in the east, and the Scarboro Bluffs, high clay peaks, skirting the shores of Lake Ontario.

Zoological Collections.—The city has now a very creditable collection of animals, birds, etc., at Riverdale Park and High Park. At Riverdale Zoo are to be found a varied collection of animals, including an elephant, six lions, a tiger, leopards, polar bears, Canadian, Japanese, Russian and Syrian bears, wolves, monkeys, llamas, deer, etc., also birds of various kinds, including eagles, storks, cranes and many species of parrots, wild fowl, etc.; also several alligators and a number of reptiles.

In High Park there are several buffalo, moose and elk.

The collection at Riverdale Park has been largely obtained through the efforts of Ex-Alderman Daniel Lamb, in securing their donation by public-spirited citizens.



THE ISLAND BRIDGE.

The Island.—In front of the city is Toronto Island, where, within but a few minutes of the busiest streets,

one may find quietness, fresh air, and all the delights of shady groves, sandy beaches and tumbling waves. The Island is the property of the city, and the lots are only leased to tenants. Many costly, beautiful homes may be found on its streets, as well as the shack of the summer visitor and the tent of the camper. Its park contains 367 acres, diversified with athletic grounds, flower beds and lagoons. A new amusement park has been put in operation this year, with a magnificent grand stand, at Hanlan's Point.

Harbor Activity.—It is understood that the Minister of Marine and Fisheries favors the establishment of a life-saving station and equipment for Toronto Harbor and lake in the vicinity, which will include a crew of twelve men, a Lyle signal gun for use in case of wrecks off shore, and a fast motor boat for life-saving and patrol work in the harbor. The cost, \$5,700, will be borne by the Government, and also one-half the annual maintenance charge of \$6,070, the city and the Harbor Board being asked to contribute the remaining \$3,035 per year.

Sports.—Toronto holds a foremost place in sports, and since the days of Edward Hanlan, rowing has been a popular amusement. Three rowing clubs are in existence, the Argonauts, the Torontos and the Dons. Last year the Argonaut eight swept the boards at the International Regatta at Saratoga and at the Canadian Henley at St. Catharines. Mr. E. Butler of that club qualified as an international champion single sculler. It is a long time since the Argonauts have had such a successful season. Two yacht clubs and a canoe club are well filled with members, and there is a vast crowd of unattached sailors and canoeists who practically make the Bay their home during the summer months. The young people of Toronto are particularly fond of open air enjoyment. To meet this desire the great retail departmental stores close at one o'clock in summer, and boys and girls wander away in picnic groups. High Park, the Humber, the Don Valley and the Island are the favored spots. Indeed picnicking seems to be one of the chief "industries" of the city from June until October. The Spring and Autumn meets of the Ontario Jockey Club are society events looked forward to annually.

In amateur branches of sport, lacrosse, baseball, golf (with seven clubs having beautiful grounds and club houses), polo, cricket, bowling, tennis and football are popular.

CANADIAN NATIONAL EXHIBITION.



ENTRANCE AGRICULTURAL BUILDING.

The Canadian National Exhibition, which is held in Toronto annually, in August and September, is the most progressive institution in Canada; admissions to the grounds in 1911 totalled 926,000.

In every way it justifies the title of "National," for among the exhibits will be found specimens of every article made in Canada, every animal, every agricultural product, and every product of the mine, forest, farm, factory, lake and river. In addition, the world is annually scoured for extra attractions. Considerable attention is also paid to Music and Fine Arts. For the last few years the most famous bands of the British Empire, such as the Coldstream Guards, the Black Watch, the Irish Guards, and the Second Life Guards, have been brought across the Atlantic, and have given two concerts daily on the grounds. In the Art Gallery are to be seen not only the works of all the leading Canadian artists, but also many valuable pictures loaned by His Majesty the King, the City of London, the Government of France, the City of Liverpool, South Kensington Museum,

Victoria and Albert Museum, Lord Strathcona, and other eminent people and famous corporations. One of the most attractive buildings is the Process Building, which has been recently erected, at a cost of nearly \$100,000, and in which will be shown some thirty industries in active operation. This building is unique to the Canadian National Exhibition, not having its like in any other exhibition of the world. A new Main Building and one of the largest grand stands on the continent, seating 16,800 people, together with many other new buildings, have been recently erected.

FACTS AND FIGURES THAT TELL THE MAGNITUDE AND GROWTH
OF THE CANADIAN NATIONAL EXHIBITION.

Receipts.

1911 \$341,265.00

Attendance.

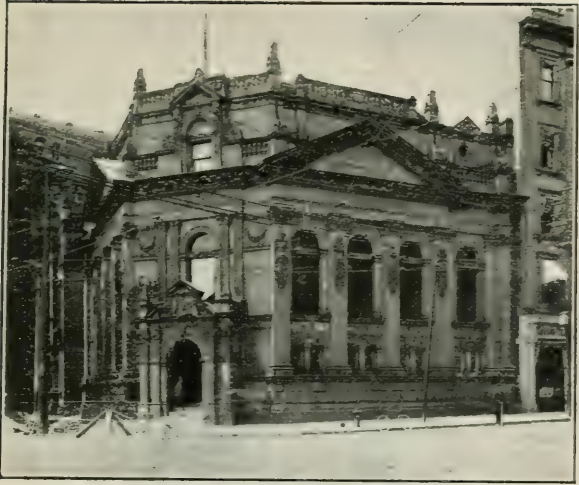
1911 926,000

Largest attendance in one day,

September 4th, 1911..... 151,000

Held annually for two weeks for..... 33 years
Area of Exhibition Park 264 acres
Extent of waterfront 1½ miles
Value of buildings\$2,125,000
Floor space for exhibits 600,000 sq. ft.
Seating capacity of fireproof Grand Stand..... 16,800

The Exhibition City, as Exhibition Park is called, has paved streets, twenty thousand electric lights, telephone system, postal system, police stations and fire halls, etc.



BANK OF MONTREAL.

Canada has 27 chartered banks, nine of these have their head offices in Toronto. The city possesses many beautiful banking houses. Amongst these may be mentioned the Bank of Montreal, Yonge and Front Streets; the Traders Bank, on Yonge, near King; the Dominion Bank, Yonge and King; the Bank of Commerce, the Royal Bank, the Union Bank, the Bank of Toronto, the Standard Bank, and the Bank of Nova Scotia, King Street. Dozens of beautiful branch banks occupy prominent corners in the city.

Attention may be called to a contrast in the building policy of two prominent banks. The Bank of Montreal has a modern building of one storey on the valuable corner of Yonge and Front, while a little farther up the former street is the highest building in Canada, the new fifteen-storey building of the Traders Bank. Cuts of both buildings are given herein.



THE TRADERS BANK,

FACTS ABOUT TORONTO

The area within the city limits, not including land under water, is 28 square miles.

There are 76,531 buildings of all kinds.

In this area there is a population of 450,000.

There are 533 miles of streets and lanes. The number of streets is 1,342.

Revenue from the city water works about \$960,000. Water always fresh and good. A new brick tunnel, ten feet in diameter, has been built under the Bay, and a filtration plant built on the Island, to ensure its purity.

Twenty-one motor-driven centrifugal pumps, with a capacity of 196,000,000 gallons per twenty-four hours, are now under construction.

Underground electric conduits, 200 miles.

85 miles of steam railway track.

103 miles of street railway. Carried over 121,000,000 passengers in 1911, and paid to the City \$772,108, which was applied in reduction of taxes.

Value of property owned by the City is estimated at about \$20,000,000.

Cathedrals, 3: St. James' (so called), and St. Alban's, Anglican; St. Michael's, Catholic.

Churches, all denominations, 228.

Licensed Hotels, Saloons, etc., 110. Boarding Houses, 3,200.

Public Libraries—Contain about 187,452 books; circulation, 500,000; costs annually, over \$99,152. A magnificent new building has been erected on College Street west.

Public Parks and Gardens, area about 1,606 acres.

Free Concerts are given by the magnificent Bands of the various regiments in the parks in the summer.

36 Banks, with their several branches.

5 Public Markets, free; no Toll Gates.

Telephones, about 31,000.

6 Theatres, 22 Music and Concert Halls, chief among them being Massey Hall, with a seating capacity of 3,500.

Zoological Gardens in Riverdale Park.

There are 335 miles of sewers.

In respect of fire protection, there are 296 officers and men in the brigade, 98 horses, 80 pieces of apparatus for various purposes, 3,725 fire hydrants, 26 fire stations and 10 steam fire engines.

The Toronto Board of Trade, with a membership of over 2,500, includes not only commercial men and manufacturers, but members of the liberal professions, journalists and engineers.

The police force comprises 531 officers and men, one headquarters and ten stations.

The military forces comprise two permanent corps, one mounted and one infantry. At Stanley Barracks "A" and "B" Squads of the Royal Canadian Dragoons are stationed, while No. 2 Depot of the Royal Canadian Regiment of infantry is also located here. In the active militia the cavalry comprise the Governor-General's Body Guards, 4 squads, and the Missassauga Light Horse, 4 squads; and in infantry, the Queen's Own Rifles, 16 companies; the 10th Royal Grenadiers, 8 companies, and the 48th Highlanders, 8 companies. In addition there are the Canadian Engineer, Army and Medical Corps, and the Upper Canada College Cadets. There is a Royal School of Cavalry and a Royal School of Infantry for military instruction in Toronto. Commodious Armouries are maintained by the Government for the use of the active militia.

Toronto is singularly well provided in the matter of hospitals and public institutions. Arrangements have already been perfected for the erection of a new General Hospital at a cost of \$1,500,000.

There are 6 daily newspapers, 49 weeklies, 20 semi-monthly, 76 monthly, and 8 quarterly newspapers and periodicals published in Toronto.

It is the centre of the law system of Ontario, having 27 law courts within its limits.

The Births, Marriages and Deaths in Toronto for the past six years are as follows:

Year	Births	Marriages	Deaths
1905.....	5,816	3,060	3,915
1906.....	5,985	3,107	3,961
1907.....	6,715	3,635	4,563
1908.....	7,945	3,413	4,630
1909.....	7,839	3,905	5,188
1910.....	9,011	4,293	5,459
1911.....	10,050	5,312	6,328

Toronto's growth in population, in building permits, assessable value of property, are all very pronounced and in greater ratio than any other city in the Dominion, whilst a recent United States comparative table of the growth of all cities over 100,000 in North America indicated to the United States Government that the ratio of population increase in Toronto was much greater than any other city in the United States except Los Angeles. Toronto's increase in growth being a very large advance over all the great commercial centres in the United States.

All in all the City of Toronto is a good place to do business, a good place to make money, a good place to be educated, a good place to pay taxes, a good place to enjoy and a magnificent place to live. The citizens are happy and contented, prosperity smiles. Manufacturers who think of coming to Canada to share in the work of development, which has only just begun in this rich and favored land, would do well to see the capital of the Province of Ontario, the Queen City on the Lake.

SPECIAL PUBLIC SERVICES UNDER PUBLIC OWNERSHIP.

Water Works, with 37,000 miles of water services and \$750,000 filtration plant.

Hydro-Electric Power Company, whose plant lights the city streets.

Extensions of street railway, about 25 miles of track.

UNDER PRIVATE OWNERSHIP.

Toronto Street Railway Co., 117 miles of track, 700 cars.

Toronto Electric Light Co.

Bell Telephone Co., with 31,000 telephones in city.

Interurban Electric Light.

Two Electric Omnibus Companies.

Four Taxicab Companies, with eighty taxies and many small automobile liveries.

PRINCIPAL PLACES OF INTEREST

For the benefit of guests and tourists who may be strangers to the beauties and points of interest of the Queen City, we append a list of the places that may be visited.

PARKS.

Alexandra Park, Bathurst Street, 7 acres.

Allan Gardens, west side of Sherbourne Street, 10½ acres.

Bellwoods Park, west side of Bellwoods Avenue, and south of Arthur Street, 20 acres.

Exhibition Park, 233 acres.

High Park, Queen Street West, 335 acres, wherein is Colborne Lodge.

Island Park, Island, opposite City, 367 acres.

Ketchum Park, between Davenport Road and Scollard Street, 4 acres.

Kew Gardens, 21 acres.

Withrow Park, 19 acres.

Queen's Park, head of College Avenue, 37 acres.

Summerhill and Reservoir Park, east of Yonge Street, North Toronto, 44 acres.

Riverdale Park, corner Sumach and Winchester Streets, 108 acres. The zoological collection is located here.

Rosedale Ravine Drive, entrance 935 Yonge Street.

Scarboro Beach, Queen East, reached by electric cars.

Simcoe Park, 45 acres.

Victoria Memorial Park, 2½ acres, Portland Street.

Woodbine Park and Race Track, 50 acres.

There are forty public parks, having a total area of about 1,606 acres.

PARLIAMENT BUILDINGS.

Situate at the southern end of the Queen's Park are the Parliament Buildings for the Province of Ontario. The view from the front of the building takes in the handsome University Avenue. Looking northward, Avenue Road, a

continuation of University Avenue, is seen beyond the group of oaks that adorn the park, stretching as far as Upper Canada College.



PARLIAMENT BUILDINGS.

The principal frontage is 435 feet, with a depth of 260 feet, the main entrance forming a double letter E, and enclosing within its walls over 76,000 square feet. The centre facade measures 120 x 125 feet. The main entrance is composed of three noble arches, 18 feet wide by 26 feet high. This entrance is flanked by the great towers with their domes of copper and wealth of stone design.

Magnificent views are obtained from these towers, The structure took six years to complete, at a cost of \$1,250,000. A new wing is being erected, for which \$500,000 has been voted; and the western wing has been reconstructed after the disastrous fire which entirely destroyed the valuable library housed in that end of the building.

The Legislative Chamber is a lofty, well proportioned hall. The building contains many paintings of Patriots, Generals, and Statesmen, including W. Lyon Mackenzie, the first Mayor of the City in 1834, and afterwards the leader of the rebellion against the Family Compact, who designed the city arms and motto: "Industry, Intelligence and Integrity;" and Laura Secord, who, in the perilous time of the invasion of Canada by the forces of the United States, travelled all night through the forest and the enemy's lines to warn the British of an impending attack at Beaver Dam. Her warning resulted in a victory for the British and the capitulation of the foe.

UNIVERSITY BUILDINGS.

These buildings are at the left of Queen's Park. Here many men, eminent throughout the continent, received their education. The general outline of the main building approaches the form of a square, having an internal quadrangle of about 200 feet square, the north side of which



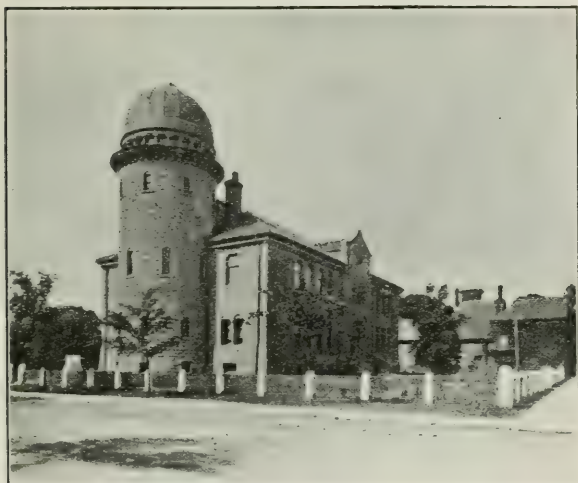
UNIVERSITY OF TORONTO.

is left open to the park. This building is one of the purest types of architecture in America. Convocation Hall, the Biological, Chemical, Medical, Science and Museum buildings, the Library, with the new residences, and the Department of Household Science, the gift of Mrs. Treble-Massey, form a magnificent group of buildings in a beautiful setting of parkland. A very fine organ has recently been placed in Convocation Hall.

THE CITY HALL.

The City Hall is situated at the head of Bay Street, which site was purchased at the cost of \$250,000. Contracts for the erection of this building were let in 1887, and work commenced in 1889. The total cost (including site, clock, bells and furniture) was about \$2,500,000. It is

about 280 feet square, and built of stone, and is of Romanesque architecture; it has a tower 300 feet high, with an illuminated clock 21 feet in diameter, one of the largest in the world. The trimming of the exterior is richly carved; the interior is finished in marble. A stained glass window, opposite the Queen Street entrance, is 330 feet in area, and illustrates commerce and industry. A beginning has been made in the decoration of the building by mural paintings. It also contains the portraits of former Mayors.



OBSERVATORY.

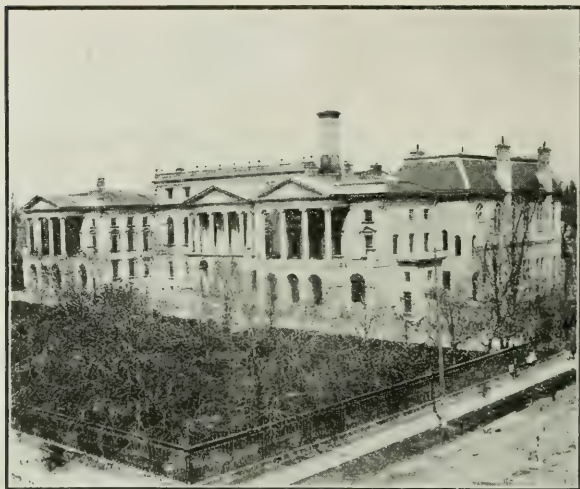
East of the University main building may be seen a small stone building with a dome. This is the old Observatory, built fifty years ago, and recently removed stone by stone from its former site in front of the main building to this spot for the use of students attending the University.

A beautiful new stone building for the Observatory and Meteorological staff has been completed on a prominent corner at Bloor and Devonshire Place.

OSGOODE HALL.

Osgoode Hall is located on Queen Street West. It was named after the late Hon. William Osgoode, Chief Justice

of Upper Canada. This building contains the court rooms and offices for the Superior Courts of the Province. The building is of classic style and is of great beauty, the



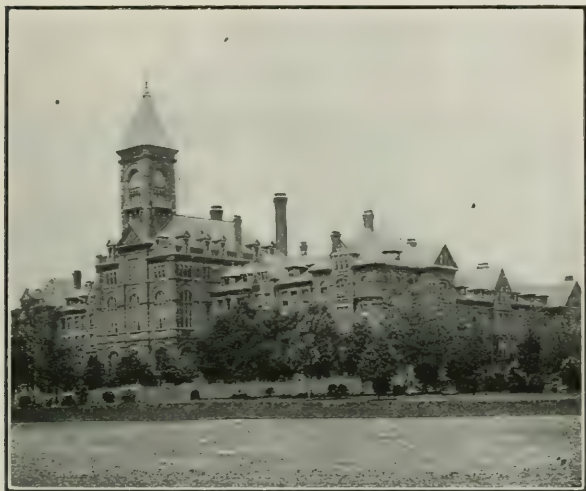
OSGOODE HALL.

centre hall being adorned with many portraits of judges. The grounds encircling the magnificent structure comprise about six acres.

NORMAL AND MODEL SCHOOLS.

On Church, Gerrard and Gould Streets, upon one of the most attractive spots in Toronto, are the buildings and grounds of the Normal and Model Schools. The buildings are situated upon the centre of an open square of about seven and one-half acres of ground. The Educational Museum, in connection with the schools, contains specimens of Canadian Natural History, and a variety of maps, charts, diagrams, philosophical apparatus and school furniture. It also contains an extensive collection of copies of celebrated Dutch and Flemish oil paintings and engravings, and casts of some of the most noted groups of statuary, together with a collection of English, Canadian and classical busts. It is well worth a visit. Open daily, 9 to 5. Admission free.

A new building for the Department of Pedagogy has been completed on Bloor Street, near Spadina Avenue.



UPPER CANADA COLLEGE.

At the head of Avenue Road rise the stately buildings of Upper Canada College, a select school for boys, which institution, founded in 1829, for many years occupied a commodious row of brick buildings on King Street West, opposite the old Government House, where now stand busy factories with hundreds of employees. The grounds surrounding the College are extensive and well laid out, and the interior equipment of the structures all that modern art and appliances can make it.

ST. MICHAEL'S CATHEDRAL.

On Bond Street, corner of Shuter, is a fine example of gothic architecture. The interior is beautifully decorated, and it contains many handsome windows, notably one imported from France many years ago, representing the Crucifixion, which is back of the main altar, and was made by a celebrated artist name Thevenot. It also contains a magnificent organ with a peculiarly rich tone, due to the age of the pedal pipes, which were a portion of the old

organ now replaced. This church, like Catholic churches throughout the world, is open all day for prayer and meditation. It is the building on the left in picture.

METROPOLITAN CHURCH.

This fine church, of white brick, with cut stone dressings, stands in handsome grounds on Queen Street East, corner of Church. At the main front looking southward



GROUP OF CHURCHES.

is a massive and stately tower. The organ recently rebuilt, the gift of a wealthy lady, is one of the largest on the continent. The building on the right of the picture is the Metropolitan.

ST. JAMES' CATHEDRAL.

Is situated on an historic spot at the corner of King and Church Streets. It has a seating capacity of over 2,000, and its tower and spire, which reach to a height of 306 feet, may be seen for miles away on the lake. The tower contains a fine clock; with very inadequate dials, and a chime of eight bells.

GOVERNMENT HOUSE.

The temporary residence of the Lieutenant-Governor, Sir J. M. Gibson, is on College Street West, pending the erection of a new residence in Rosedale, a beautiful location in the north-east part of the City.



OLD GOVERNMENT HOUSE RECENTLY TORN DOWN.

ALLAN GARDENS.

These Gardens are located at the corner of Carlton and Sherbourne Streets, and occupy a space of ten acres, all of which are highly cultivated. They were donated to the city by the Hon. G. W. Allan, and were opened to the public on the occasion of the visit of His Royal Highness the Prince of Wales in 1860. A handsome fountain, 25 feet high, and a fine palm house, are attractions at this place of public resort.

EXHIBITION GROUNDS.

The Exhibition Grounds occupy a model site on the Garrison reserve, overlooking Lake Ontario. The grounds are very extensive and the buildings are commodious, of pleasing designs and perfectly equipped for the purposes for which they were erected. Here is held each year Can-

ada's greatest Exposition, and thousands of people from all parts of the Dominion and the United States pay a visit annually to this, Canada's biggest agricultural and industrial show.

COLBORNE LODGE.

Fronting the lake's edge, about four miles westward from Yonge Street's stream of trade, stands Colborne Lodge, an unpretentious stuccoed dwelling with a winding path leading up from the shore.

Not the oldest of Toronto's buildings—nor in large historic affairs the most noted—is Colborne Lodge. But the essential human interest of its story cannot fail in an appeal well nigh universal; and from Torontonians no one of their city's landmarks evokes more of affectionate regard than the home of the late John George Howard, a former City Engineer, whose long life of service to his fellows had its climax in the giving to the city of the magnificent parklands surrounding his home. His gift forms a large part of the 335 or so acres of Howard Park—still commonly known as High Park—Toronto's most beautiful pleasure ground.

It was in 1875 that Mr. Howard erected, at the summit of a picturesque ravine near his house, a monument protected by an iron railing of curious and massive design. Upon a brass plate are to be read these rugged lines:—

“St. Paul's Cathedral for 160 years I did enclose—

Oh! stranger look with reverence;

Man! Man! unstable man!

It was thou who caused the severance.”

This railing is in fact a portion of the old iron fencing that at one time surrounded St. Paul's Cathedral in London, England.

The changing fortunes of this bit of railing are well worth the telling. After being torn from St. Paul's it found its way to the sheds of a London old-iron merchant, one Hogarth by name. From him it was purchased by a Mr. Robert Mountcastle—evidently a man of sentiment—and shipped for Toronto in 1834. But the good ship “Delta,” to which it was entrusted, became a wreck—and, not unnaturally, the fence remained under water. However, a part of it was rescued and later brought to

Toronto by Mr. Howard. Here it was finally set on the stone curb where it has remained since November 18th, 1875.

Walking from the house along the willow-fringed path, the sight-seer comes upon a unique and imposing memorial. A cairn of unhewn granite boulders supports a double marble pedestal, terminating with a Maltese Cross. A marble tablet bears this simple inscription:

Sacred to the Memory of

John George Howard and Jemima Frances his wife,
Jemima Frances, born 18th Aug., 1802, died 1st Sept., 1877,

Aged 75 years and 14 days.

John George,

Born 27th July, 1803, died February 3rd, 1890.

Aged 86 years 6 months and 7 days

How to reach Colborne Lodge! By taking a King Street street car going west, the traveller may proceed about half a mile farther along the Lake margin to the gate—either by foot or by the Suburban Car Line that starts from Sunnyside.

These notes are from "The Story of Colborne Lodge," published by Messrs. Ryrie Bros., Diamond Hall, Toronto.

MONUMENTS.

South African Monument on University Avenue, west of Osgoode Hall, to commemorate the Canadians who laid down their lives in defence of the Empire during the Boer War in 1900.

Ridgeway Monument at west end of Parliament Buildings, erected in memory of the soldiers who fell repelling the Fenian invaders in 1866 at Ridgeway.

Riel Rebellion Monument at south-east end of Parliament Buildings, in memory of those who fell in subduing the North-West Rebellion.

The following six monuments are in front of the Parliament Buildings:

Lieut-Col. John Graves Simcoe, the first Governor of Upper Canada, who selected Toronto as the place best suited for his capital.

Sir John A. Macdonald, Premier of Canada for many years, and one of the framers of the Act of Confederation of the Provinces of the Dominion.



SOUTH AFRICAN MONUMENT.

Sir Oliver Mowat, for many years Premier and Lieutenant-Governor of Ontario.

George Brown, Editor, Statesman, and one of the Fathers of Confederation.

Queen Victoria, handsome bronze, representing Her late Majesty seated with sceptre and orb.

Sandfield Macdonald, Ontario's first Premier.

Near this monument may be seen two old guns taken from the Russians at Sebastapol in 1854, and presented to the City of Toronto by Her late Majesty.

Dr. Ryerson, the founder of Ontario's Educational System, in front of Normal School, Gould Street.

Fort Rouille, at Exhibition Park, fully described elsewhere.

Burns. A fine monument of the Scottish poet. In Allan Gardens, corner of Sherbourne and Carlton Streets.

Bust of a Veteran. Memorial Park, Portland Street.

Howard's Tomb, at High Park. Fully described under heading Colborne Lodge.

THE OLD FORT.

On the water's edge at the foot of what is now Bathurst Street may be found the Old Fort, built in 1793 by Governor Simcoe, a spot of tragic interest to all Canadians. The site was chosen because of its command of the entrance to the bay, and its natural advantages to aid in its fortifications. It was bounded by the waters of the bay on the south, while the Garrison Creek ravine skirted it on the north and east. This creek, now entirely gone, at one time measured eighteen feet across, and within the writer's memory was a famous swimming place for the boys.

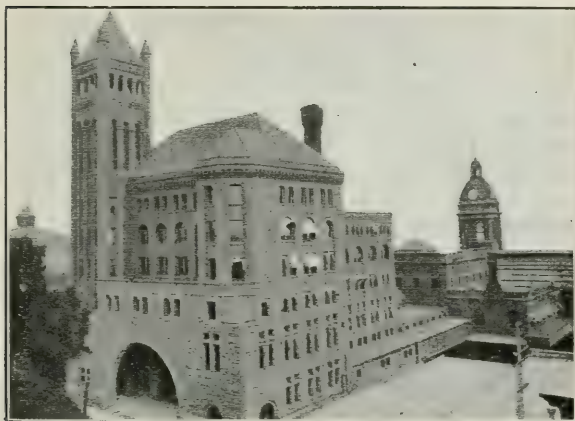
In 1813 the American army under Dearborn set sail from Sackett's Harbor for Little York, with twenty-three vessels mounting eighty guns and three thousand five hundred men. The attacking party was led by General Pike and landed at Humber Bay. As General Sheaffe, in command at York, had but six or seven hundred men, he decided to withdraw towards Kingston, and sent a small force to check the enemy's advance and give time to evacuate the fort. This force disputed every foot of the way to the fort, where, as the Americans entered, a terrific explosion occurred, the magazine having been fired by the defeated troops. General Pike was killed by a

heavy stone, and dreadful havoc wrought among his troops, no less than 220 being killed. The invaders stayed only long enough to plunder and destroy much property, and to burn the library and other public buildings, including the Parliament building, from whence they stole the flag, the speaker's wig, and the mace. These relics are now in the Annapolis Military Museum.

A second descent was made on the fort on 31st July of the same year. But little remained of the fort after this, but it was rebuilt in 1816 according to Simcoe's original plan. The two block houses with their projecting upper stories and loop-holed sides are the most interesting buildings of the fort. The magazine near the western entrance bears on the keystone of the door the inscription "34 G. R. III." This would be 1794, as George the Third began his reign in 1760. While the whole fort is sadly in need of protection and care, it is to-day unique as an example of a stockaded fort of the period of Indian warfare.

ALL SORTS OF INFORMATION

The information contained in this Guide is taken from official sources, and is accurate and reliable. For Street Directory, see back of map.



UNION STATION.

RAILWAY STATIONS.

Union Station—Front Street West—Yonge car.
North Parkdale—Queen Street West—Queen car.
Sunnyside—Queen Street West—King or Queen car.
Riverdale—Queen East—Queen car.
Metropolitan—Yonge North—Yonge car.
North Toronto—C. P. R.—Yonge North—Yonge car.

POST OFFICES.

General Post Office, 36-42 Adelaide East, Wm. B. Rogers, Postmaster; Branches—Station A, Union Station; B, 121 King Street West; C, 1109 Queen West; D, 1675 Dundas Street; E, 585 Bloor West; F, cor. Yonge and Charles; G, 758 Queen East.

Sub-Offices—Balmy Beach, cor. Queen and Beech Ave.; Bathurst Street, 544 Queen West; Bleecker Street, 199 Wellesley; Broadview Avenue, 381 Broadview Avenue; Brockton, 601 Dundas; Bloor Street, 465 Bloor W.; Bathurst Street, 806 Bathurst; Carlton Street, 445 Yonge; Clinton Street, 590 College; Coleman, 1588 Danforth Ave.; Dundas Street, 154 Dundas; Lee Avenue, 2168 Queen East; North Toronto, 1120 Yonge; Parkdale, 1364 Queen West; Pape Ave., 1098 Queen East; Peter Street, 268 Queen West; Queen Street, centre, 135 Queen West; Queen Street East, 272 Queen East; Rusholme Road, 982 Bloor West; St. Joseph Street, 618 Yonge; Spadina Avenue, 462 Spadina Ave.; Yorkville, 856 Yonge Street; Sub. No. 4, Kingston Road (formerly Norway); Sub. No. 5, 1594 Queen East; Sub. No. 11, 411½ Parliament; Sub. No. 12, 556 Parliament; Sub. No. 16, 355½ Yonge; Sub. No. 22, 111 Agnes; Sub. No. 24, 168 McCaul; Sub. No. 27, 261 Avenue Road; Sub. No. 36, 903 Davenport Road; Sub. No. 37, 230 Christie; Sub. No. 40, 58 Arthur; Sub. No. 43, Geary and Dovercourt Road; Sub. No. 45, 443 Dovercourt Road; Sub. No. 47, 62 Springhurst; Sub. No. 50, 1287 Bloor West; Sub. No. 53, 129 Sorauren Ave.; Sub. No. 54, 882 Dundas; Sub. No. 55, 241 Royce.

CANADIAN RATES OF POSTAGE.

Notice to American tourists and others.—All letters or other matter mailed in Canada must bear Canadian stamps.

Letters—Drop or city letters, one cent per oz. or fraction thereof. To places in Canada, United States, Porto Rico, Hawaii, Guam and Philippine Islands, 2c. per oz. or fraction. To the United Kingdom and the British possessions, 2c. per half oz.

Special Delivery Letters—Letters are sent to their City addresses between 7 a.m. and 11 p.m. daily except Sunday, bearing in addition to the usual prepayment of two cents an ounce a “special delivery” Canadian stamp addressed to the following cities in Canada: Toronto, Hamilton, London, Berlin, Brandon, Brantford, Calgary, Charlottetown, Chatham, Fort William, Edmonton, Guelph, Moncton, N.B., New Westminster, B.C., Peterborough, Port Arthur, Regina, St. Catharines, St. Hyacinth, St. Thomas, Sarnia, Sherbrooke, Stratford, Three Rivers, Windsor, Kingston, Ottawa, Montreal, Quebec, St. John, Frederic-

ton, Halifax, Winnipeg, Victoria and Vancouver. The ten cents "special delivery" stamp may be obtained at any post office. United States Special Delivery Stamps can be obtained at the Stamp Counter, General Post Office.

Postcards—For Canada and the United States, 1c. each; Great Britain, Newfoundland and all Postal Union countries, 2c. each. Reply cards for Canada and the United States, 2c. Private cards may have a reply card attached, bearing one stamp. To any Postal Union country private cards (prepaid), 2c.

Newspapers and Periodicals—To places in Canada or United States, 1c. per 4 oz.; papers not more than 1 oz., $\frac{1}{2}$ c. Local papers, etc., not weighing more than 1 oz., delivered in city, $\frac{1}{2}$ c. Newspapers printed in Canada, sent to the United Kingdom, Bahamas, Barbadoes, Bermuda, British Honduras, Ceylon, Cyprus, Gambia, Hong Kong, New Zealand, Sarawak, Transvaal and Zanzibar, 1c. per 4 oz.; other papers, 1c. per 2 oz.

Legal Documents and Commercial Papers, and all other matter, either wholly or partly in writing, for delivery in Canada, 2c. per oz.; to the United States, Great Britain, Newfoundland and all foreign countries, 5c. for first 10 oz. and 1c. for each additional oz. Covers should be open at ends for examination.

Books, matter partly printed or wholly in print, and miscellaneous matter, for Canada, United States, Newfoundland and all other countries, 1c. for each 2 oz. or fraction thereof. Weight limit, Canada, 5 lbs. (a single book, 10 lbs.) Limit to United States and United Kingdom, 5 lbs. For other countries, 4 lbs.

Manuscript, Printer's Copy and Proof Sheets, for Canada or United States, 1c. for each 2 oz. or fraction. Weight limit, 5 lbs.

Circulars, in imitation of typewriting or handwriting by a multiplying process, 1c. per 2 oz. Circulars typewritten are liable to letter rate.

Patterns and Samples of Merchandise, not beyond 3 lbs. in weight, and not of saleable value, for Canada, 1c. for each 2 oz. or fraction; to other countries, 2c. for first 4 oz. or fraction; and 1c. for each additional 2 oz. or fraction. Weight limit, United Kingdom, 5 lbs. Limit to other Postal Union countries, 12 oz. Parcels to be put up to admit of inspection.

WHETHER IT IS OUR FAMOUS

Marshmallows Chocolates

or any of the many different
Confections that we make,



you may feel assured that
when the Savoy Trade Mark
is on your package that you
have the highest quality that
can possibly be procured.

THE SAVOY CANDY CO.,
LIMITED
TORONTO

Articles of General Merchandise, to places in Canada and United States, 1c. for each oz. or fraction. Weight limit, 5 lbs. Parcels must not contain correspondence (except invoices of articles enclosed), and must be open for inspection.

Rates to Other Postal Union Countries—Letters, 5c. for $\frac{1}{2}$ oz.; postcards, 2c.; newspapers, books, photos, printed matter, etc., 1c. per 2 oz.; samples, 2c. for first 4 oz., 1c. for each additional 2 oz.; commercial papers, 5c. for first 10 oz., 1c. for each additional 2 oz.; registration fee, 5c.

POST OFFICE MONEY ORDERS.

Payable in Canada, Newfoundland and the United States.
(*The limit for a single order is \$100.*)

On orders up to \$5, 3c.; over \$5 and up to \$10, 6c.; over \$10 and up to \$30, 10c.; over \$30 and up to \$50, 15c.; over \$50 and up to \$75, 25c.; over \$75 and up to \$100, 30c.

Payable in the United Kingdom, British Possessions (except Newfoundland), and all distant countries upon which money orders may be obtained. (The limit for a single order on these countries is \$50). On orders up to \$10, 10c.; over \$10 and up to \$20, 20c.; over \$20 and up to \$30, 30c.; over \$30 and up to \$40, 40c.; over \$40 and up to \$50, 50c.

Postal Notes are payable only in Canada and are bought and paid at any Money Order and Postal Note Office. On note for 20c., 1c.; 25c., 1c.; 30c., 1c.; 40c., 1c.; 50c., 2c.; 60c., 2c.; 70c., 2c.; 75c., 2c.; 80c., 2c.; 90c., 2c.; \$1.00, 2c.; \$1.50, 2c.; \$2, 2c.; \$2.50, 2c.; \$3, 3c.; \$4, 3c.; \$5, 3c. Odd cents may be made up by affixing Canadian postage stamps not exceeding 9c. in value to the face of a Postal Note.

PRINCIPAL CHURCHES.

Anglican, St. James' Cathedral, corner Church and King Streets; St. Alban's Cathedral, Howland Avenue.

Baptist, Jarvis Street, corner of Gerrard and Jarvis Streets.

Catholic, St. Michael's Cathedral, Shuter St., between Bond and Church Streets. St. Basil's, St. Joseph Street, near Yonge. St. Patrick's, McCaul Street. Masses in these churches at 7, 9 and 10.30 on Sundays; 8 a.m. week-

days. Vespers 7 p.m. on Sunday. There are eighteen other Catholic churches in the city, and the hours of service are posted up in principal hotels.

Catholic Apostolic, corner Gould and Victoria Streets.

Congregational, Bond Street, corner Bond Street and Wilton Avenue.

Protestant Episcopal, Christ Church, corner College and Lippincott Streets.

Hebrew Synagogue, 119 Bond Street.

Lutheran, 116 Bond Street.

Methodist, Metropolitan, Queen Street East, between Bond and Church Street. Broadway Tabernacle, Spadina and College.

New Jerusalem, College West.

Presbyterian, Old St. Andrew's, corner King and Simcoe Streets.

Society of Friends, 44 Carlton.

Salvation Army, Temple, corner James and Albert Sts.

Unitarian, First Unitarian, 216 Jarvis Street.

Y. M. C. A., Yonge and McGill Streets.

PRINCIPAL TORONTO HOTELS.

ALBION HOTEL.—East Market Square, King car. Rates \$1 per day.

ARLINGTON HOTEL.—North-west corner King and John Streets. King car. \$2.50 to \$4 per day.

DALY HOUSE.—Corner Simcoe and Front.—See Advertisement herein.

ELLIOTT HOUSE.—Corner Shuter and Church Streets. Church car. Rates, \$2 per day.

EMPRESS HOTEL.—Corner Yonge and Gould Streets. Rates, \$2 per day.

FALCONER HOUSE.—Corner Spadina Avenue and King Street. King car. Rates, \$2 per day.

GRAND UNION HOTEL.—Corner Front and Simcoe Sts. Rates, \$2 to \$3 per day.

GROSVENOR.—491 Yonge Street.

GLADSTONE.—1204 Queen West.

IROQUOIS HOTEL.—South-west corner King and York Streets. Rates, \$2 to \$2.50 per day.

KING EDWARD HOTEL.—King and Victoria Streets. American and European plans. Absolutely fire-proof. Church or King car.

MOSSOP'S HOTEL.—Yonge Street, below King. Yonge car.

PALMER HOUSE.—North-west corner King and York Streets. King car. Rates, \$2 to \$2.50 per day.

POWER HOUSE.—South-east corner King Street and Spadina Avenue. King car. Rates, \$1.50 per day.

PRINCE GEORGE.—South-east corner King and York Sts. King car. Rates, \$2.50 per day and up.—See advertisement herein.

QUEEN'S HOTEL.—78 Front Street West. Yonge or Bathurst car. Rates, \$3 per day and up.—See advertisement on another page.

RUSSELL HOUSE.—217 Yonge Street. Yonge car. Rates, \$1 to \$1.50 per day.

SOMERSET HOUSE.—Corner Church and Carlton Streets. Church car. Rates, \$1.50 and \$2 per day.

TREMONT HOUSE.—163 Yonge Street. Yonge car. Rates, \$1.50 to \$2 per day.

WALKER HOUSE.—Corner Front and York Streets. Yonge or Bathurst car. Rates, \$2 to \$3 per day.

STREET RAILWAY FARES.

Cash fares, 5 cents each, good between 5.30 a.m. and midnight. Night fares (cash), 10 cents each (for use between midnight and 5.30 o'clock a.m.)

Tickets (sold by conductors on cars) as follows: 25 for \$1.00; 6 for 25c., good at all times between 5.30 a.m. and midnight; 8 for 25c., good before 8 a.m. and between 5 and 6.30 p.m.; 7 for 25c., good on Sundays; 10 for 25c., good for school children between 8 a.m. and 5 p.m., except on Saturdays and Sundays.

Children under 9 years of age are carried at half fare. Infants in arms free.

Transfer tickets are issued free of charge to enable passengers to reach any point in the City for one fare.

The street cars stop before they pass a street—not after, as in many cities. The stopping places are marked by a white painted post bearing the words “cars stop here.”

Tariff of Charges for Cabs and Omnibuses and Tally-ho Coaches.

TALLY-HO COACHES.

For one hour, or not exceeding two, engaged in conveying each passenger, \$1.00. For each subsequent hour, 50 cents for each passenger.

ASK FOR
BROWNIE
CHOCOLATES

**“The
Confection
of Quality”**

**Sold on all Boats and Trains
and by all the Leading Con-
fectioners and Druggists : :**

Manufactured by
The Brownie Candy Co.
T O R O N T O .

CABS.

By distance—50 cents a mile for 1 to 4 passengers; 25 cents for each additional half mile.

By the hour—2-horse, \$1.50 an hour for 1 to 4 passengers; 1 horse, \$1.00 an hour for 1 to 3 passengers.

Night—After 12 one-half more.

Children—Under 8, free; under 12, half fare.

Baggage—1 trunk free, each additional, 5c.

TAXICABS AND AUTOMOBILES.

—By Distance.—

For the 1st mile or fraction thereof for 1 to 4 passengers	\$.40
For each additional $\frac{1}{4}$ mile.....	.10
Waiting at request of passenger while under engagement, for each 4 minutes.....	.10
Baggage, for each trunk20
Hand baggage free if carried inside vehicle.	

—By the Hour.—

For the first two hours, per hour, 1 to 4 passengers.	\$3.00
For each subsequent hour.....	2.00
For each additional person above four, per hour.	1.00
Night—After 12 one-half more.	
Children—Under 8, free; under 12, half fare.	

CAB STANDS.

Church Street, near King; Station Street, Cab and Express Association, Phone Main 326; York Street, below King.

EXPRESS DELIVERY TARIFF.

A.—Furniture vans, three or more horses, or other motive power, \$1.25 per hour; two horses, \$1.00 per hour; one horse, 50 cents per hour.

B.—Vehicles used for hauling wood or stone, two horses, full day of nine hours, \$5; single hour, 60 cents; one horse, nine hours, \$3.25; single hour, 45 cents.



PHONES MAIN 3943 and 3944

PARISIAN

LAUNDRY

Is the **LARGEST** and most **MODERN**
Laundry in Canada.

While we are noted for the class of work
done for railways and steamboats, we
have always paid special attention to tra-
vellers' bundles.

If you leave your parcel in the office of
any hotel in Toronto before nine o'clock
in the morning, you may be sure of hav-
ing it returned before seven o'clock the
same evening.

PARISIAN LAUNDRY CO'Y
OF TORONTO, Limited.

604-610 KING ST. W., - TORONTO, CANADA

POLICE STATIONS.

Headquarters and Police Court, City Hall. Queen car.
Station No. 1, 10 Court Street. King.
Station No. 2, 59 Agnes Street. Yonge.
Station No. 3, 501 Richmond W. Queen.
Station No. 4, 246 Wilton Avenue. Parliament.
Station No. 5, 860 Yonge Street. Yonge.
Station No. 6, 1313 Queen Street West. Queen.
Station No. 7, 500 Ossington Ave. Bloor and McCaul.
Station No. 8, 130 Pape Avenue.
Station No. 9, 902 Keele Street.
Station No. 10, 178 Main Street, East Toronto.
Mounted Police Patrol, 6 Court Street. King.
Ambulance, 6 Court Street. King.

RAILWAY COMPANIES.

Ticket Offices.

Canadian Pacific, 16 King East. Telephone Main 6580.
Canadian Northern Ry., 1 Toronto. Telephone Main 5179.

Grand Trunk, north-west cor. King and Yonge. Telephone Main 4209.

Toronto Street Ry., 92 King Street East. Telephone Main 7040.

Toronto & York Radial, 92 King Street East. Telephone Main 7044.

Toronto Suburban Ry., 1688 Dundas. Telephone Junction 477.

STEAMBOAT LINES.

Offices.

Niagara River Line, Yonge Street, corner Wellington. Telephone Main 2626.

Niagara, St. Catharines and Toronto Navigation Co., Yonge Street Wharf. Telephone Main 2553.

Richelieu & Ontario Navigation Co., Wellington and Yonge Streets. Telephone Main 2626.

Merchants' Mutual Line, 8 Wellington East. Telephone Main 6877.

Turbine Steamship Co., now Richelieu & Ontario Navigation Co.

If you require CUT FLOWERS for any purpose whatever, you may be assured perfect satisfaction at

DUNLOP'S

96 YONGE ST.
TORONTO, ONTARIO

Owning and operating our own greenhouses we are in a position that enables us to supply only the freshest and choicest blooms.

Designs for all occasions.

We deliver anywhere and guarantee safe arrival.

SMOKE

**BALED
HAVANA
CIGARS**



**Cream
of Clear
Havana**

**For
Sale
on all
Trains.**

JOSE CASTE CO.,
London, Ont.

Hamilton Steamboat Co., now Richelieu & Ontario Navigation Co.

Toronto Ferry Co., Bay Street Wharf. Telephone Main 2965.

Peoples Line, Bay Street Wharf. Telephone 7996.

Olcott Steamboat Co., 8 Wellington East. Telephone Adelaide 340.

WATER TRIPS.

Toronto to Niagara, Lewiston, Queenston—Via Niagara River Line.

Toronto to Port Dalhousie, St. Catharines—Via Niagara, St. Catharines and Toronto Navigation Co.

Toronto to Burlington Beach, Hamilton—Via Hamilton Steamboat Co., and Turbine Steamship Co.

Toronto to Hanlan's Point, Centre Island, Ward's—Via Toronto Ferry Co.

Toronto to Rochester, 1,000 Islands, Montreal and intermediate points—Via Richelieu & Ontario Navigation Co. (Toronto-Montreal line).

Toronto to Montreal and intermediate points—Via Richelieu & Ontario Nav. Co. (Hamilton, Bay of Quinte and Montreal line).

Toronto to Montreal and intermediate points — Via Merchants' line.

Toronto to Olcott—Via Olcott Steamship Co. and Niagara Navigation Co.

For more complete information as to departures and arrivals of railways and steamboats, see daily papers.

SUBURBAN ELECTRIC RAILWAYS.

Toronto and York Radial Railways.

Metropolitan Division.—From C. P. R. crossing, Yonge St., to Deer Park, Glen Grove, Thornhill, Richmond Hill, Bond Lake, Aurora, Newmarket, Jackson's Point, and intermediate stations.

•Scarboro Division.—From Woodbine, Kingston Road Route, for Halfway House and Eastern Extension. East Toronto Route, from Woodbine to East Toronto Village.

Mimico Division.—From Sunnyside to Humber, Mimico, New Toronto, Long Branch and Port Credit.

By appointment purveyors to His Excellency
the Governor-General.



W E B B ' S CHOCOLATES

For people who want the best.
Original sealed packages.
Quality and weight guaranteed
Sold everywhere : : : : :

THE
HARRY WEBB COMPANY,
LIMITED
TORONTO

Toronto Suburban Railway.

Weston Route.—Cars leave cor. Keele and Dundas Sts., Toronto Junction.

Lambton Route.—Cars leave opposite Postoffice, Dundas St., Toronto Junction, for Lambton Mills and Lambton Park.

Davenport Road Route.—Cars run between Toronto Junction and Bathurst Street every 40 minutes, making connections with cars for Weston and Lambton Mills.

MUSEUMS.

Educational Museum.—Containing specimens of school apparatus, etc., a valuable collection of Italian, Dutch and Flemish Oil Paintings and Statuary. Casts and Busts. Here also is the largest collection of archaeological material in the Dominion, chiefly illustrative of Ontario and of North America. The Museum is open to the public, free, from 9 a.m. to 5 p.m. Take Yonge Street car.

Biological Museum, Queen's Park, west of Toronto University. Open to the public, free, week days, from 2 to 5 p.m. Take College car.

Geology and Mineralogy, Queen's Park. Prof. A. P. Coleman, Director. Open to the public, free, Monday and Friday, from 2 to 5 p.m. Take College car.

High Park, Colborne Lodge, open all day, free.

LIBRARIES.

Canadian Institute, 198 College Street.

Educational Department, Gould Street.

Osgoode Hall, Queen Street West. Queen car.

Provincial Parliament Building. College car.

Toronto University, Queen's Park. College car.

Free Public Library, College Street, cor. St. George. Carlton or College car.

Branches.

Central Circulating Library, Church, corner Adelaide. Church car.

Northern, 16 Yorkville Avenue. Yonge.

Western, Annette Street.

Queen Street, corner Lisgar.



PUBLIC LIBRARY.

Riverdale, Broadview and Gerrard East.

The various college and institute libraries are not included in above.

THEATRES AND PUBLIC HALLS.

Assembly Hall, Temple Building. Queen car.

Foresters' Hall, College Street, near Yonge.

Gayety, Richmond West, Queen car.

Grand Opera House, Adelaide Street West. Yonge car.

Labor Temple, Church Street. Church car.

Majestic Theatre, Adelaide Street West. Yonge car.

Massey Music Hall, Shuter Street. Yonge car.

Odd Fellows' Hall, Yonge and College. Yonge car.

Princess Theatre, King Street West. King car.

Royal Alexandra, King West. King car.

Shea's Theatre, Victoria and Richmond Streets. Yonge car.

Star Theatre, Temperance. Yonge car.

St. George's Hall, Elm Street. Yonge car.

St. Paul's Hall, Yonge Street. Yonge car.

St. Andrew's Hall, St. Andrew's Market, Farley Ave. Queen car.

ATHLETIC GROUNDS.

University Gymnasium, Queen's Park. College.
Toronto Lacrosse, Rosedale. Church.
University Athletic Grounds, Bloor Street West. Belt
Line.
Scarboro Beach Athletic Grounds.

BASEBALL GROUNDS.

Island Park, Centre Island.
Hanlan's Point, Island.

RINKS.

Granite, 519 Church Street. Church.
Old Orchard, 375 Dovercourt Road. Dundas.
Moss Park, 123 Shuter Street. Belt Line.
Prospect, 553 Ontario. Belt Line.
Victoria, 271 Huron. Belt Line.

RACING TRACKS.

Dufferin Driving Park, 880 Dufferin Street. College
car.
Woodbine Race Course, 1669 Queen Street East. King.

ARENA.

The new Arena, a magnificent brick structure, has just
been completed on Mutual Street.

CEMETERIES.

Humbervale Cemetery, Bloor, near the Humber.

St. James' Cemetery is at the head of Parliament St.,
about eighty acres in extent. The grounds are beautifully
laid out and planted. The mortuary chapel is a fine speci-
men of Elizabethan architecture. Winchester car.

The Necropolis is on the north side of Winchester St.
The grounds are tastefully laid out. Winchester car.

Prospect Cemetery is situated on the north side of St.
Clair Avenue, west of Dufferin Street. Bloor and McCaul
car.



The men who
smoke them
mirror their
q u a l i t y

Philip Morris

ORIGINAL LONDON

Cigarettes

LOOK FOR

"The Little Brown Box"

CAMBRIDGE
regular size

AMBASSADOR
after-dinner size



St. Michael's Cemetery, the old Catholic burying ground, is situated at 1418 Yonge Street. Yonge car.

Mount Hope Cemetery. A beautiful site has been chosen and a new Catholic cemetery called Mount Hope opened east of Yonge Street, about one and a half miles from the north city limits. If you visit this cemetery see the beautiful little memorial church, called St. Monica's, the gift of a wealthy Catholic gentleman, on Broadway Avenue. Yonge car.

Mount Pleasant Cemetery is situated on Yonge Street, about a mile north of the city, covering one hundred acres, in which are beautiful drives, artificial lakes, etc. Yonge car.

Jewish Cemetery, 317 Pape Avenue. King East.

CHARTERED BANKS.

Principal Offices Only.

Bank of British North America, 49 Yonge Street.

Bank of Hamilton, 34 Yonge Street.

Bank of Montreal, Front and Yonge Streets.

Bank of Toronto, 60 Wellington Street East.

Bank of Nova Scotia, 39 King Street West.

Bank of Ottawa, 37 King Street East.

Canadian Bank of Commerce, 25 King Street West.

Dominion Bank, King and Yonge.

Home Bank of Canada, 8-10 King Street West.

Penny Savings Bank, York and Richmond.

Imperial Bank, 34 Wellington Street East.

Merchants' Bank, 13 Wellington Street West.

Quebec Bank, 35 King Street West.

Standard Bank, King and Jordan.

Traders Bank, Yonge and Colborne.

Union Bank, King and Bay.

Metropolitan Bank of Canada, 44 King Street West.

Northern Crown Bank, 34 King Street West.

Molsons Bank, 95 Bay Street.

Royal Bank, 12 King Street East.

Sterling Bank, King and Bay.

CONVENTS.

Loretto, 81 Bond and 140 Wellesley.

Loretto Abbey, 403 Wellington West.

Smoke
KING EDWARD
CIGARS

10c., 3 for 25c.

FOR SALE ON THIS LINE

Manufactured by
J. M. FORTIER LIMITED
MONTREAL

Precious Blood, 113 St. Joseph.
St. John the Divine, Sisters of (Anglican), 36-38 Major.
St. Joseph, St. Alban, cor. St. Vincent.
St. Mary, 142-48 Bathurst.

MONASTERIES.

Monastery of Redemptorist Fathers, 141 McCaul.
Monastery of Our Lady of Charity, 14 West Lodge Ave.

CUSTOM HOUSE.

Corner Front and Yonge.

CUSTOM HOUSE BROKERS.

Thompson, Ahearn & Co., 40 Yonge Street.
Robinson & Heath, 34 Yonge.

EXCHANGE BROKERS.

Sharp, S. J., 19 Adelaide East.
Webster, A. F., cor. King and Yonge.

EXPRESS COMPANIES.

American Express Co., 40 Yonge and Union Station.
Yonge car.
Canadian Express Co., 55-57 Yonge and Union Station.
Yonge car.
Canadian Northern Express, 1 Toronto. King car.
Dominion Express Co., 48 Yonge and Union Station.

DAILY NEWSPAPERS.

Morning—Globe, Mail and Empire, and World.
Evening—Globe, Mail and Empire, News, Star and
Telegram.

CONSULS.

Belgium—Charles Rochereau de la Sabliere, Vice-Con-
sul, 137 Duchess Street.
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	Jan. Feb.	July Aug.					
1897	24.1	68.4	45.9	Jan. 25	7.2	July 5	93.3
1898	25.0	70.1	47.2	Jan. 30	15.0	Sept. 2	97.1
1899	21.1	69.1	45.8	Feb. 11	12.0	Aug. 19	92.1
1900	23.4	70.0	46.9	Feb. 26	9.6	Aug. 8	98.0
1901	20.4	70.4	45.6	Jan. 19	10.9	June 27	97.1
1902	22.7	66.5	45.6	Dec. 9	3.3	July 8	91.0
1903	24.6	65.8	45.6	Dec. 23	9.7	July 8	91.5
1904	14.6	65.6	42.2	Jan. 4	15.1	July 18	93.0
1905	17.0	68.2	44.5	Feb. 4	8.2	July 19	92.1
1906	26.4	70.3	46.3	Feb. 2	12.1	July 22	92.1
1907	20.1	66.9	44.1	Jan. 24	10.0	July 16	88.8
1908	21.3	68.5	46.3	Feb. 4	17.4	July 30	91.5
1909	26.5	68.4	46.1	Feb. 1	8.7	Aug. 25	94.0
1910	23.3	69.4	46.4	Feb. 6	10.2	June 22	93.4
1911	25.7	70.4	47.7	Jan. 16	1.7	July 3	103.2

THE "WAWA."

The attention of visitors to Ontario is called to the new hotel, a brief description of which we give here for the information of those desiring a delightful spot to spend a holiday.

One of the most charming parts of the "Lake of Bays" district is Norway Point, a popular haven for a colony of summer residents who have erected a number of picturesque cottages. This point was chosen as the site for the new hotel constructed four years ago for the accommodation of those who do not wish to be bothered with the cares of housekeeping and desire the rest that is found in a life of ease at a resort where the comforts of home are found without the worry and cares of city life. This new hotel has been named the "Wawa," which is the Indian word for the "Wild Goose." It contains one

hundred and fifty-three rooms arranged so that they may be occupied singly or en suite. Besides the numerous baths that are found on each floor and which are for the use of the guests free of charge, there are forty luxurious private bath rooms in connection with bedrooms en suite, a feature which will be very much appreciated by patrons of the hotel. Hot and cold running water will also be found in each bedroom.

The hotel is electric lighted and a powerful searchlight has been placed in the tower of the hotel, which casts its rays over lake, wood and island scenery during the evenings. The steamers arriving at the hotel being similarly equipped, it is most interesting to watch the flashing signals from boat to house and back again. This is a novel and interesting feature, new to Canada, and one that is very popular at leading resorts in Switzerland.

The bedrooms are larger than the average rooms found in summer hotels, the majority being 14 x 16 feet. They are all outside rooms, that is each room has its own windows looking on woods or lake, are bright and airy, with hardwood floors and pretty rugs, and the furnishings in keeping with the comforts that are provided by the management throughout. Every room is provided with a large clothes-closet—a feature that will be appreciated by guests.

The hotel, which has over six hundred feet frontage, is built after the cottage style of architecture and rises to a height of two stories only. On the first floor on entering is found the spacious rotunda and sitting-room, also the office. Large open fireplaces have been provided in the sitting-rooms and rotunda, where the log fires burn when needed on a cool morning or evening in the early or late part of the season. Upstairs, in addition to the suites of bedrooms, will be found ladies' parlors, writing rooms and cozy corners.

The dining-room extends from the rotunda to the rear of the building, and is a large, bright room, lighted from both sides, and with a seating capacity for two hundred people. The cuisine is under the supervision of experienced chefs, and it is the object of the management to see that the table service is satisfactory to the most fastidious.

RATES.

at the "Wawa" are most reasonable for the service offered, and run from \$2.50 to \$5.00 per day, or \$15.00 to \$30.00

per week, American plan, according to location of rooms. Where two persons occupy the same room a material reduction is made. Tents, to accommodate two or four persons, \$2.00 per day, or \$12.00 per week each person. Children under nine years of age are charged one-half the regular rate.

The room rate covers all charges for board and lodging, including the moving of baggage to and from wharf.

Hotel opens 29th June, closes September 9th.

For further particulars regarding the "Wawa," application should be made, between September 10th and June 1st, to Canada Railway News Co. (Limited), proprietors of the "Wawa," 112 Union Station, Toronto, Ont. Between June 1st and September 10th, address all communications to the Manager, the "Wawa," Norway Point, via Huntsville, Ont.

The "Lake of Bays" territory is reached from all points via the Grand Trunk Railway System, and an exceptionally attractive service of through trains is run for the accommodation of passengers to this beautiful region during the summer months.

On arrival at Huntsville, after a run of $4\frac{3}{4}$ hours from Toronto, the trains run to the dock where a splendid steamer of the Huntsville & Lake of Bays Navigation Company is waiting to carry you to the hotel, through some of the loveliest river and lake scenery on the continent. The steamer trip takes about two and a half hours, and the tourist reaches the hotel delighted with the sail.

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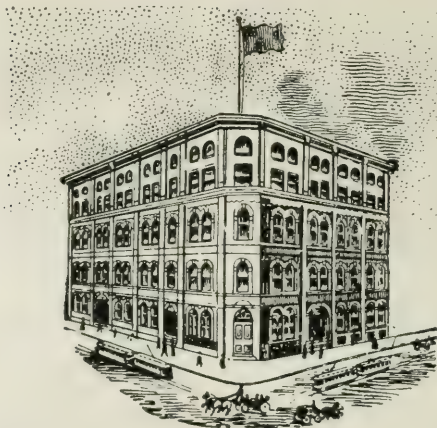
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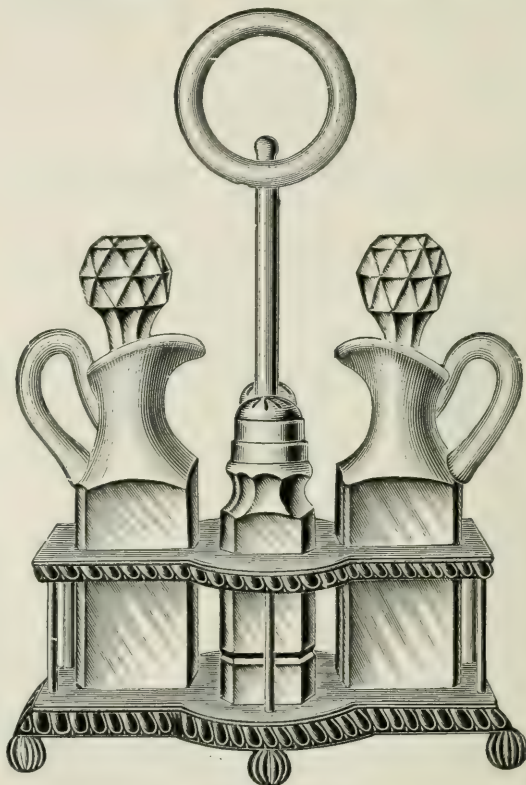
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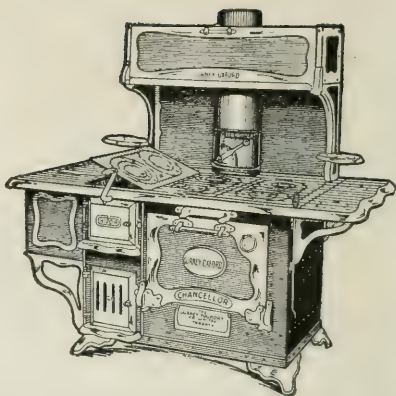
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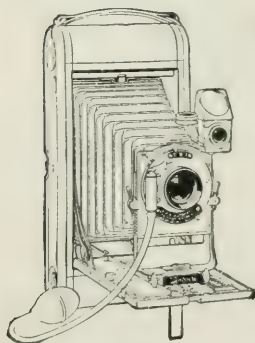
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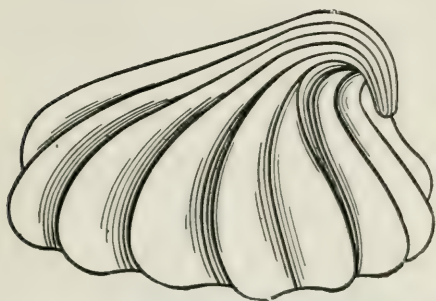
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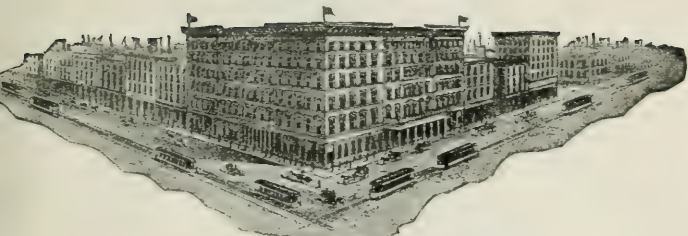
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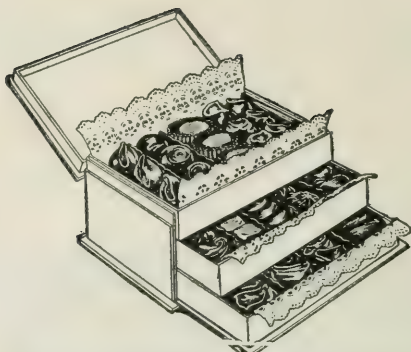
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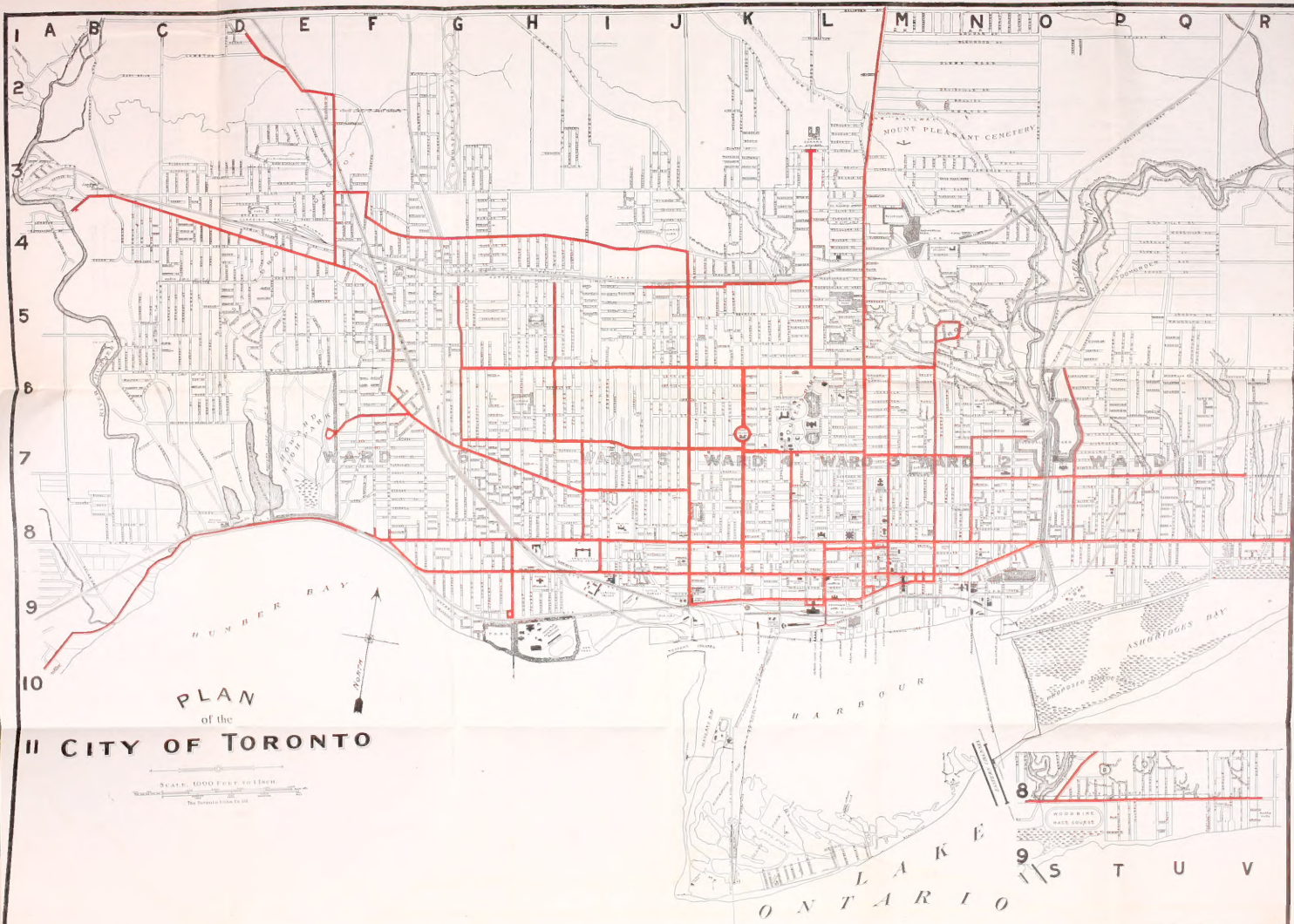
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